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[a1351]

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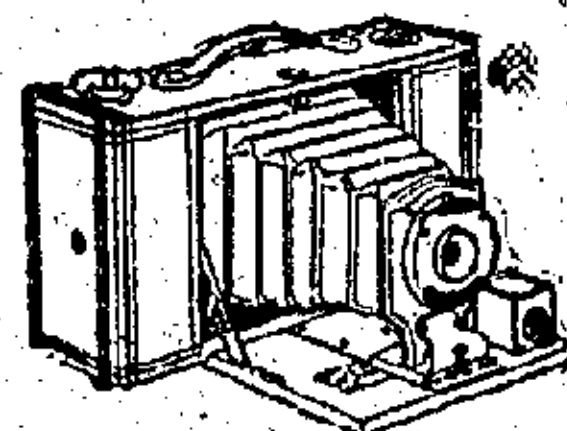


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DEATH.

On February 19th, at Chingwan-tao, accidentally drowned, EDWARD JAMES BULLER, beloved husband of Maude Elizabeth Buller.

[49]

HONGKONG OFFICE: 10A, DES VUEZ ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 16TH, 1911.

We thought it would come. There are persistent reports, REUTER tells us, that the movement of American troops and warships to the neighbourhood of Mexico is intended as an anti-Japanese demonstration on account of a pro-Japanese movement in Mexico favourable to giving Japan a naval base. We have read in the American papers much about the Mexican trouble, but this is the first allusion we have seen to Japan having any concern in it. We think therefore that these reports which REUTER tells us about may safely be dismissed as idle inventions. There are always to be found in the United States, and especially in the State of California, people who profess to believe that Japan means to "peg out a claim" somewhere on the Pacific coast of America. Indeed, it was only quite recently that we read in one of the leading London papers an article written by a Mr. MAURICE LOW, who was described as "a person of prominence" representing that the Japanese are swarming into South America and suggesting that they would eventually be demanding political privileges. "They are after trade," he wrote, "and are trying to oust the

Germans, just as the Germans have ousted the British. They hope to control the trade that properly belongs to us. They will establish a foothold in South America, and will say that they have as much right there as we have or anyone else except the South Americans themselves, and so long as they are there by permission of South America the United States has no right to interfere. We, of course, can say or do nothing so long as the conquest is purely commercial, but once the Japanese solidly entrench themselves commercially they will seek to secure their position by political privileges, as they have done whenever they have forced a lodgment. That will be in defiance of the Monroe Doctrine, and the United States will either have to resist that or abandon the Monroe Doctrine because it interferes with the policy and aims of Japan. We shall only abandon the Monroe Doctrine after we have fought for it and have been defeated, but we will never give it up until it has happened." One derives from statements such as these that there is an enormous emigration of Japanese to the American republics—not only labourers but merchants who are after the trade which the Germans have captured from the British. But when we turn to the statistics of the Japanese import and export trade with those countries we find that the exports to Mexico, Peru and Chili combined do not amount to £30,000 a year, and the imports for the three republics are less than £180,000. In other words the import trade into Japan from Mexico and the whole of South America is not equal to the imports into Japan from Switzerland, while Japan's exports to those American republics are not worth a fifth of her exports to Switzerland. The paragraph we have quoted is characteristic of much that is written of Japan's commercial "aggression" in America, which is all to lead up, so the alarmists say, to important political demands. Nowhere in the Far East, we imagine, will the slightest credence be placed on the suggestion that Japan aspires to have a naval base on the coast of Mexico, knowing as she does that the United States is prepared to uphold the Monroe Doctrine at all costs. If there is any movement in Mexico such as that described in the telegram, it is safe to say that the world would have heard much of diplomatic protests sent from Washington to Mexico and Japan before the troops and warships were mobilised. The fact that the United States and Japan have just arranged a New Treaty which is a great step in advance of any previous treaty is eloquent testimony to the excellent relations subsisting between the two Governments, and sufficient disproof, we think, of the reports which REUTER cables. We can well believe that there is in America a growing feeling favourable to the annexation by the United States of all the territory extending down to the Panama Canal—this will probably come in time—and while we believe that Japan has no design to create a coaling station on the Mexican coast we shall not perhaps be far wrong if we venture the opinion that the reports mentioned by REUTER are the inventions of men who would be glad of any excuse to popularise the policy of extension we have indicated.

The body of the late Captain Buller has been recovered in the harbour of Chingwan-tao and buried at Shanhai-kwan.

A fine of \$5 each was imposed on fourteen property owners by Mr. Wood at the Magistracy yesterday for failing to have their premises limewashed.

For being in unlawful possession of \$24 worth of copper a marine hawker was sentenced to fourteen days imprisonment by Mr. Wood at the Magistracy yesterday.

At the Magistracy yesterday Mr. Halifax fined four boatwomen \$5 each for obstructing the approach to Wing Lok Street pier, and a boatman \$3 for obstructing the southern fairway.

A Chinese was charged before Mr. Halifax at the Magistracy yesterday with breaking into 35, U Hing Lane, Wanohai, and stealing a jacket. The hearing of the case was adjourned.

For behaving in a disorderly manner in a pawnshop, Mr. Halifax at the Magistracy fined a Chinese \$5. The defendant redeemed two pawned articles, and when the tickets were cancelled he wanted a refund of the money paid on one. This the pawnbroker refused, and as the defendant declined to leave the shop and created a disturbance the police were called in.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

| | |
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| Reiss & Co. ... | 100 |
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| Carlowitz & Co. ... | 50 |

The remains of Mr. Morioka, a Japanese medical officer who recently died from plague at Halminton, were taken to Tokyo for burial. The Chinese Government has given ten thousand yen to the bereaved family of the unfortunate physician, in appreciation of his services in fighting the plague.

Sixteen American teachers—seven men and nine women—recently arrived in Peking for the new Imperial Tsing Hua College, situated near the Summer Palace. Mr. Chow Tze-Chi, one of the Directors, in welcoming the teachers at a dinner given in their honour said:—"I need scarcely tell you that our College is the first of its kind established by the Chinese Government, training students from all over the Empire and sending them to the U. S. regularly every year. By virtue of the College works and the nature of the students this our College is bound to have a far-reaching effect on Chinese modern education and the future of China, and I should like you to bear this constantly in mind."

HONGKONG LICENSING BOARD.

A meeting of the Licensing Board was held yesterday afternoon. The Hon. Mr. A. W. Brewin presided, and there were also present: Hon. Mr. A. M. Thomson, Hon. Mr. E. O. Borne, Messrs. A. Shelton Hooper, T. F. Hough and A. Mackenzie, and Mr. E. H. A. Craig, secretary. The business of the meeting was to consider an application from James Harper Taggart for the transfer to him from A. F. Davies of the publican's license to sell by retail intoxicating liquors on the premises Nos. 21-31, Queen's Road, Central, and 1-3, Polder Street, under the sign of the Hongkong Hotel.

Applicant was called in and stated that he was the sub-manager of the Hotel, a position which he had held for four years. Mr. Davies was going on leave for about a year. On the motion of Mr. Hooper, the application was granted.

ALLEGED OFFENCES AGAINST BANKRUPTCY ORDINANCE.

PROCEEDINGS WITHDRAWN.

Lam Woo and Lam Pak Leung surrendered to their bail at the Magistracy yesterday afternoon when they appeared before Mr. J. R. Wood on several charges of committing offences against the Bankruptcy Ordinance.

Mr. H. L. Dennis, senr., from the office of the Crown Solicitor, who appeared to prosecute, informed his Worship that sufficient money having been paid over to the Official Receiver to satisfy the unsatisfied judgment, and to meet in full all the claims of creditors in this case, the Chief Justice had authorised the Official Receiver to withdraw proceedings under the penal sections of the Ordinance. He thought it was right that he should mention to the Court, in view of the statements that were made by the solicitor for the defence (Mr. G. K. Hall Brutton), on the last occasion, that on January 17th, 1911, the Chief Justice distinctly authorised these proceedings. Mr. Dennis had a copy of Mr. Melbourne's note, which read:—"Discharge refused and leave to take criminal proceedings against Lam Pak Leung and Lam Woo under sections 32 (5) c and d, and 33 of Ordinance No. 7 of 1901." At the same time the Chief Justice told the Official Receiver that he (the Chief Justice) was not formulating charges in any way, and that advice should be received from the Crown Solicitor or the Attorney-General. He thought it necessary to state that he formulated the charges, because Mr. Brutton got up in Court and said the Chief Justice stated that there was not the shadow of a case against these men. Mr. Brutton also practically said that the Chief Justice had not authorised these proceedings. The Official Receiver was present, and his Worship could have it on oath if he wished that his Honour authorised Mr. Fletcher to withdraw the charges as money had been forthcoming to satisfy the unsatisfied judgment and all claims of creditors who had proved in the bankruptcy.

His Worship—And that applies to all five charges?

Mr. Dennis—Yes, one charge is in a different position to the others, but we do not proceed on that in the circumstances. Nobody can be demitted by what has been done.

His Worship—That is the fifth charge?

Mr. Dennis—Your Worship sees that charges two and five are with reference to a false claim being filed in the bankruptcy. That claim has not been admitted, and will not be admitted, but at the same time as nobody suffers by its having been put in, we do not proceed with any criminal charge against the second defendant.

His Worship—Then it remains for me to discharge the defendants. When did you come to this decision?

Mr. Dennis—The Chief Justice authorised the proceedings late last evening, but it was only settled definitely this morning, and I could not let you know before. In fact, Mr. Brutton told me he was going to attend and violently dispute our position in the matter. Defendants were discharged.

THE KAISER.

VISIT TO LONDON IN MAY.

A Berlin correspondent writes:—It is expected that the German Emperor will be present at the unveiling of the National Memorial to Queen Victoria, in the Mall, which is to take place on May 15. With the exception of his brief visit last May on the occasion of the funeral of King Edward VII, the German Emperor has not been in this country since the winter of 1907. Accompanied by the Kaiserin, he arrived on Nov. 11, and together with his Consort, was entertained by the City of London at Guildhall. The Emperor left on her return journey on Nov. 18, but his Majesty remained until Dec. 11, staying at Highcliffe Castle, near Bournemouth.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

RUSSIA AND CHINA.

"PRACTICALLY AN ULTIMATUM."

GRAVE SITUATION.

PEKING, March 15th.

The Russian Minister has demanded the withdrawal of China's last Note which is considered unsatisfactory inasmuch as it is a continuation of the former arbitrary interpretation of the Treaty of 1881. The communication is practically an ultimatum.

CHINA AND JAPAN.

POLITICAL RUMOURS DEMORALISING JAPANESE MARKETS.

Tokyo, March 15th.

The markets are demoralised to-day owing to political rumours which have hitherto not been seriously noticed.

Complications with China are reported, and the conferences which are taking place at the Foreign Office daily are having most serious effects.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

RUSSO-CHINESE RUPTURE.

RELATIONS AGAIN CRITICAL.

London, March 15th.

The Russo-Chinese relations have again become critical. Russia considers that the Chinese replies indicate an unfriendly distortion of the Treaty provisions, and has presented a Note declaring that the procedure will inevitably lead to a disturbance of relations between the two countries.

THE ALLEGED RUSSIAN NAVAL ABUSES.

"NOT PROVEN"

LONDON, March 15th.

A telegram from St. Petersburg says that an Imperial Rescript states that the Commission appointed to inquire into the alleged abuses in the naval administration found no ground for the charges of misapplication of credits voted for torpedo boats and submarines for the Black Sea.

The Commission, however, recommends the reorganisation of the Ministry of Marine and the framing of regulations for the control of the building programme.

MEXICO AND THE UNITED STATES.

A STRONG PRO-JAPANESE MOVEMENT.

LONDON, March 15th.

The anti-American feeling in Mexico has become intense. There are persistent reports that the American action is intended as an anti-Japanese demonstration owing to the strong pro-Japanese movement in Mexico, which, it is stated, contemplates giving Japan a naval base.

THE FOLLIES.

Despite the warm weather, there was another large audience to greet The Follies last night. The programme proved very enjoyable, and in the first half the vocal efforts of the company met with general approbation, encores being numerous. The potted plays were most amusing, and roars of laughter accompanied the burlesque of a voice trial. To-night The Follies give their last entertainment in the Colony, and a good house should be again assured.

CORRESPONDENCE.

CAPTAIN COOK MEMORIAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—It is now some months since a meeting was held at the Mansion House to inaugurate the Captain Cook Memorial Fund, and the first appeal for subscriptions was issued to the public. The Committee, by whom that appeal was issued, was privileged to have as its Honorary Chairman His Majesty the King, then Prince of Wales. It included among its members the Prime Minister, the First Lord of the Admiralty, Mr. Balfour, Lord Lansdowne, Lord Rosebery, the High Commissioners of the Dominions, the Presidents of the chief learned societies and many of the leading representatives of commerce and shipping.

The Committee propose to erect, on a commanding site in London, a memorial to this great British sailor, and for this purpose invited the subscription of a sum of £3,000.

Towards this amount £1,750 has so far been contributed. On behalf of the Executive Committee we now issue a second, and final, appeal for the further amount required.

To James Cook, more than to any other one man, is due the fact that to-day Australia and New Zealand are the homes of British people and parts of the British Empire. He, more than any other man, opened to mankind the Southern Seas. He taught our Navy the way to overcome an enemy more deadly than any that it had to meet in arms—the scurvy. And in these days, when the national interest in Antarctic exploration is so keen, it is well to remember that for half a century it was he who held the Furthest South Record.

Among the great Englishmen who have been honoured by memoirs in the Metropolis of the Empire it is high time that Captain Cook should take his place. Good portraits of him are extant, and it is proposed to entrust to a sculptor of repute the modelling of a statue in bronze. The First Commissioner of Works has kindly promised his co-operation in the choice of a suitable site, and the Committee hope that this may be found in close proximity to the new Admiralty Buildings at the end of the Mall.

We would very earnestly ask all those who are interested in the history of British seamanship, and who believe that great achievements in the field of exploration should be fittingly commemorated, to join in enabling the Committee to complete the task it has in hand.—Yours faithfully,

HERBERT SAMUEL (Chairman). BRASSEY (Treasurer).

Subscriptions may be sent to The Right Hon. Lord Brassey, G.C.B., 24, Park Lane, London, W.

MACAO.

A NEW SENSATION.

In official circles in Macao there has been a good deal of commotion during the past week. The Postmaster-General and his first assistant were put under arrest on charges connected with the falsification of Post Office accounts. Mr. F. P. Marques is standing bail for the Postmaster-General to the extent of about \$12,000, but the assistant, having failed to obtain bail, remains in custody. It would appear from current rumour that the accused officials were the dupes of a clerk in the Fazenda, who absconded from Macao a few weeks ago, and wrote a letter confessing to fraud and begging forgiveness for the sake of his family. It seems that after the Postmaster or his assistant had signed orders on the Treasury for money required for the purposes of the post office, the absconding clerk had from time to time increased the amount by adding a figure.

ANOTHER TOPIC OF PUBLIC GOSSET. Major Magallanes has been unexpectedly relieved of the command of the Police and is going home. Major Santos takes his place, and Dr. Mello Leitao succeeds him as Administrator.

COLOUR-WASHING.

Some weeks ago the Public Works Department issued an order forbidding property owners to colour-wash their houses in yellow and white, and the property owners, who are jilbing against the fussy interference of the Public Works Department in this and other matters, sent in to the Acting Governor last week a petition, signed by about 300 property owners, protesting against the issuing of orders of this description. Incidentally it may be mentioned that a row of houses, near the opium farm, have recently been colour-washed yellow (like the San Francisco barracks), and the question is asked:—Has any favouritism been shown in this case?

WEATHER REPORT.

On the 15th at 11.50 a.m.—The depression lying over S. Japan yesterday is moving into the Pacific.

The barometer has risen moderately over N. China and W. Japan and fallen slightly over the S. coast of China, Tongking and the Philippines. Pressure remains low over S.W. China and Tongking. It is now high over N. China. Unsettled, equally weather may be expected over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| | |
|---|--|
| Hongkong & Neighbourhood | S. to E. winds, fresh; squally, some rain. |
| Formosa Channel | N.E. winds, fresh. |
| South coast of China between Hongkong and Lancouk | Same as No. 1. |
| South coast of China between Hongkong and Hainan | Same as No. 1. |

LOCAL SPORT.

ROYAL HONGKONG YACHT CLUB.

On Saturday, the 11th instant, races were sailed by yachts of the Handicap and One Design Classes for cups presented by Hon. Mr. Henry Keswick, Commodore of the Club.

The Handicap class started at 2 p.m. and the following yachts competed:—
Iris, Commodore Eyres, R.N., Scratch.
Dione, Mr. A. G. M. Fletcher, Scratch.
Rolla (late Erika), Mr. Smyth, receiving 12 sec. per mile.
Ada, Col. Chapman, receiving 30 sec. per mile.

Kathleen, receiving 35 sec. per mile.
Colleen, receiving 35 sec. per mile.
Dorothea (late Min), receiving 35 sec. per mile.
Ayesha, Capt. Loring, R.G.A., receiving 45 sec. per mile.

The weather, which for some days had been unsettled, was somewhat uninviting when the race started. A strong easterly wind, with nasty squalls and threatening rain, were its principal features, and it was evident that the qualities of the boats and their gear, as well as the capabilities of their helmsmen, were going to be well tested. The course was Stonecutters' Island (port), North Fairway Buoy (port) and home. A fairly even start was made before the wind, and the run down required very careful steering. When Stonecutters Island was cleared, and sails trimmed for the reach to the North Fairway Buoy, Dione, Iris, Colleen, Rolla and Kathleen were close together, with Ayesha, Ada and Dorothea bringing up the rear. The heat up the harbour was a strenuous one, the squalls increasing in force and frequency as the boats made their way eastward. Off Tsim-tsa-tsoi the Ada, sporting her large jib, could not face the music and retired to her moorings. The Dorothea did the same, and the Iris, which appeared to fall away in the rough water, also gave up. The contest was thus left to Dione, Kathleen, Colleen, Rolla, Ayesha. Dione elected to keep near the Kowloon shore and lost ground by so doing; she, however, finished first. The Kathleen carried away her jib hal-yards when off the Oil Company's pier. Notwithstanding this the race between her and Colleen was most exciting. When approaching the finishing line, Kathleen was leading by a short distance, but Colleen caught her up and passed her just as the gun fired, there being only one second between them. The times of finishing were:—

| | Actual | Corrected |
|--------------|----------|-----------|
| | H. M. S. | H. M. S. |
| Dione ... | 4 8 35 | 4 8 35 |
| Colleen ... | 4 12 39 | 4 7 23 |
| Kathleen ... | 4 12 40 | 4 7 23 |
| Rolla ... | 4 14 0 | 4 12 12 |
| Ayesha ... | 4 16 19 | 4 9 34 |

Colleen thus won the Cup, after a well sailed race.

THE ONE-DESIGN CLASS.

The course was Erocas Rock Buoy (port), North Fairway Buoy (port), and the boats again proved that although they are somewhat wet in a heavy sea they are good sea boats; and they made good time in the long beat back over the foul tide. Halcyon and Alisa were away first, with Alannah close behind, and on the run and reach to Erocas Rock Buoy they kept close together, Halcyon leading by little more than a length; at the Fairway Buoy the order was the same, but Alannah had fallen back a little. After rounding the Buoy the three stood over to Stonecutters, and it was soon evident that Halcyon was better balanced with her single reef, the others having two, and was able to point higher. Alannah, however, was sailing faster, and off Kowloon Point she was level with Halcyon, although under her lee; Alisa meantime had fallen away to leeward and was out of it. One long leg from Stonecutters brought the leaders over to the Hongkong shore near Ah King's, and by keeping closer in out of the side and in the smoother water Halcyon went ahead, eventually winning by over two minutes. Bonito and Dolphin also started, but the former was over the line too soon and did not recross properly, so that she could not have won anyhow, whilst the latter, carrying a whole mainsail, gave up soon after the start. The finishing times were as follows:—

| | H. M. S. | sailed by |
|----------------|----------|-------------------|
| Halcyon ... | 4 28 44 | Mr. A. B. Rozzo |
| Alannah II ... | 4 31 28 | Mr. R. Sutherland |
| Alisa ... | 4 35 15 | Mr. P. Jameson |
| Bonito II ... | 5 00 00 | Mr. L. G. Bird |

After the races, the prizes, a handsome silver Cup in each class, were presented by the Commodore, Hon. Mr. H. Keswick, who received three hearty cheers at the close of the ceremony.

BILLIARDS.

The 87th Company R.G.A. and the H.K.V.C. concluded their games in the second round of the Soldiers' Club Tournament on Tuesday evening. Gunner Ridgley (87th Coy.) beat Corpl. Bullock (Vols.) by four points in the first game, a result which indicated the state of the game all through, the players being very evenly matched. Captain Lammert (Vols.) won the second game by 49, although his opponent, Gunner Bridgwater, played very good billiards for the greater part of the game, but eased up towards the finish, allowing Lammert to get ahead. The complete result of the round is as follows:—

| H.K.V.C. | 87th COY. R.G.A. |
|-------------------|----------------------------|
| Pto. Phillips ... | 250 Gr. Pitt ... 172 |
| Pto. Bishop ... | 250 Gr. Slater ... 164 |
| Gr. Molanann ... | 250 Br. Honeysett ... 204 |
| Pto. Hamilton ... | 250 Gr. Quinn ... 127 |
| C.S.M. Eodger ... | 250 Gr. Benecroft ... 210 |
| Gr. Wilcock ... | 246 Gr. Hodson ... 250 |
| Cpl. Bullock ... | 246 Gr. Ridgley ... 250 |
| Capt. Lammert ... | 250 Gr. Bridgwater ... 191 |

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SPORTING NOTES.

The weather has interfered somewhat with sport during the past week, and the depressing effects of the dull days have tended to a lessening of the desire for exercise. This, of course, is a weakness which should not be encouraged, and an hour at tennis or at the nets will make for better temper and general fitness.

Contrary to expectations the rain of Saturday afternoon did not put a stop to the cricket fixtures, and doubtless to the fact that they had mostly got well under way before the moisture began to worry. The Club had an easy win over Kowloon, the team from the peninsula not being up to usual strength. The match between Craigengower and the Yorkshire representatives provided an exciting finish, but the home men secured the victory with a wicket in hand. The R.E. had a runaway victory on Saturday, getting the Romans all out for 109, and scoring 116 for three wickets, while the R.G.A. had little difficulty in accounting for the Civil Service. The League leaders have only one more match to play, meeting the Club on Saturday next.

The analysis now reads:

| | Romans | Civil Service | Craigengower | Kowloon | R.E. | Police | Civil Service | R.G.A. | York |
|---------------|--------|---------------|--------------|---------|------|--------|---------------|--------|------|
| Romans | W | L | W | L | W | L | W | L | W |
| H.K.C.C. | L | W | L | W | L | W | L | W | L |
| Kowloon | L | W | L | W | L | W | L | W | L |
| Craigengower | W | L | W | L | W | L | W | L | W |
| R.E. | W | L | W | L | W | L | W | L | W |
| Police | L | W | L | W | L | W | L | W | L |
| Civil Service | W | L | W | L | W | L | W | L | W |
| R.G.A. | W | L | W | L | W | L | W | L | W |
| York | W | L | W | L | W | L | W | L | W |

The defeat of Hongkong's representatives during the Carnival is not so surprising when it is remembered that that good all round trundler Willie Martin was playing for Manila. Martin, whose departure meant a serious loss for Kowloon, is apparently in good form, being responsible for no less than six Hongkong wickets.

The Shield football competition has reached the semi-final, but, as in the previous round, a draw has retarded its progress. The R. E., after holding a substantial lead from the Naval Yard, had to finish with a draw of four goals each. The other match was a comparatively easy win for the left half of the K.O.Y.L.L. by five goals to one scored by the Minotaur. The K.O.Y.L.L. are now in the final and will have to contest with either the Naval Yard or the R. E. for the possession of the trophy.

Hongkong will enjoy a new aspect of sport this week-end in the aviation meeting which is to take place at Shatin. Very few here have witnessed any of these displays of flying which have thrilled thousands at home, and doubtless a large number will avail themselves of the opportunity presented by the enterprise of the Far East Aviation Company.

A book which should be in the hands of the library of all sportsmen is Spalding's Official Athletic Almanac for 1911. It comes from the American Sports Publishing Company of New York, and contains world's records in practically every known sport, as well as British records.

Lawn bowls will be making a restart soon, and I understand that the League matches will be inaugurated next month.

The V.R.C. athletic sports have been arranged to be held on the 8th April.

It is satisfactory to note that Kid Marriott, the promoter of the last boxing tournament, is alive to the effect which unsatisfactory refereeing is likely to have on local boxing. He intends to promote another tournament shortly, and promises better arrangements. Provided he fulfils his promise, and arranges other battles as interesting as the last main event, he may rely on receiving the support of followers of the sport, who are ever ready to attend a good fight.

Another tournament is to take place at the City Hall on Saturday night, and one which should prove of exceptional interest. The main event is one which will doubtless draw a large house, for Micky Dunn and Arundel have tried conclusions before, and after a hard fought fight honours were easy. On this occasion they are to go twenty rounds, a distance which should enable the better man to assert his superiority. A number of interesting preliminaries have also been arranged.

OBSERVER.

LATEST STEAMER MOVEMENTS.

The Philippines Co. str. *Zafiro* left Manila on the 14th instant afternoon, and is due here to-morrow at daylight.
The P. M. S.S. Co. str. *Asia* sailed from San Francisco on the 15th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 16th inst.
The Mergel Line str. *Pachan* left United Kingdom on the 12th instant for Hongkong via Straits.
The H.A. Line str. *Silene* left Shanghai on the 15th inst. p.m., and may be expected here on or about the 18th inst. p.m.
The H.A. Line str. *Sambis* left Shanghai on the 15th inst. p.m., and may be expected here on or about the 18th inst. p.m.

HONGKONG GENERAL CHAMBER OF COMMERCE.

HISTORY FROM ITS INCEPTION, 29TH MAY, 1861, TO DATE.

[BY THE HON. MR. E. A. HEWITT, CHAIRMAN.]

Although the British Flag was hoisted over Hongkong on the 26th January, 1841, it was not until twenty years later that a Chamber of Commerce was founded in the Colony.

Prior to the hoisting of the flag, British Merchants were often engaged in correspondence with the "Chief Superintendent of Trade of British Subjects in China," as the representative of the British Government was then called.

This post was held by Captain Charles Elliot, B.N., at the time, who on the taking over of Hongkong was appointed Her Majesty's Plenipotentiary in China.

In June, 1841, Mr. A. R. Johnston, one of the Deputy Superintendents of Trade, assumed charge of the Government on behalf of the Chief Superintendent, and this system of Government continued up to the ratification of the Treaty of Nanking in 1843, when Sir Henry Pottinger was appointed first Governor of Hongkong.

From this time on until the formation of the Chamber of Commerce, the leading merchants used to combine and send letters to the head of the Government on such matters of public interest as appeared to call for representation on their part. This system was, however, somewhat cumbersome, and it is a matter for some surprise that the Colony should have existed for twenty years before a Chamber of Commerce was founded.

A search through the local papers of the day has failed to show how the first steps were taken towards forming the Chamber, and it would appear probable therefore that the matter was arranged privately by a few of the more energetic members of the Community.

The original subscribers to the Chamber consisted of 62 Mercantile firms and Banks, and included the names of the following firms, which are still doing business in Hongkong:—
Messrs. Jardine, Matheson & Co., Gibb, Livingstone & Co., Gilman & Co., Chartered Mercantile Bank of India, London & China, Siamson & Co., Douglas, Laing & Co., and Chartered Bank of India, Australia & China.

The first meeting of subscribers was held at the Club on Wednesday, 29th May, 1861, when Mr. Murray was voted into the chair and Mr. Johnston appointed Hon. Secretary.

The proposed rules and regulations for the Chamber were submitted to the meeting and subsequently circulated to the subscribers; these were confirmed at a meeting held on the 14th June, 1861, and thus the Hongkong General Chamber of Commerce came into existence.

The first Committee elected on 29th May, 1861, were as follows:—

Mr. Alexander Percival (Jardine, Matheson & Co.), Chairman; Mr. W. Walkinshaw (Turner & Co.), Vice-Chairman; and Messrs. C. W. Murray (Birley & Co.), P. Campbell (Plethor & Co.), J. D. Gibb (Gibb, Livingstone & Co.), W. Delane (Russell & Co.), C. M. Reddie (Holiday, Wise & Co.).

At the second meeting it was announced that His Excellency the Governor and the Chief Justice had agreed to place at the disposal of the Chamber the rooms lately occupied by the Asiatic Society in the Court House, until suitable accommodation could be found elsewhere.

One of the earliest questions dealt with by the Chamber (August, 1861) was that of the working of the system of the Foreign Inspectorate of Customs in China and its effect on foreign trade, which resulted in a memorial on the subject being sent to H.M. Government, copies being sent to the Minister in Peking and leading individuals and public bodies interested in the question in China, India, Europe and America. The records unfortunately do not state the exact nature of the complaint then made nor do the Minutes record a private meeting which was apparently held to consider the question and the confidential papers relating to it, but it appears that the Merchants considered they had serious cause for complaint against the manner in which the Customs Service of China was then being conducted, and at the first annual meeting of the Chamber held on the 22nd April, 1862, it was stated that the Chamber had been made to H.M. Government calling attention to the necessity for the appointment of an officer to a central port in China to superintend the trade of the Empire.

To illustrate the position of the Chamber of Commerce as constituted at its inception, it is perhaps worthy of note that one of the earliest candidates for admission to membership was a leading Barrister-at-Law, but the then Committee were unanimously of opinion that membership should be confined to members of the Commercial Community, and the application must consequently be refused.

Another interesting incident illustrating the condition of affairs is furnished by the fact that the first protest was sent to the Naval Commander-in-Chief (Sir J. Hope) because a man-of-war sailed for Japan without previous notice, thus (as communication with Japan was very irregular) depriving the community of a favourable opportunity of corresponding with that country.

The detention of foreign steamers by the Chinese Customs, who refused clearances until all duties on imports had been paid, and a piratical attack on a British vessel, were prominently brought before the Committee, as was also one old friend, the currency of Hongkong.

With regard to the incident of the attack on the *Iron Prince* the Chamber of Commerce presented a testimonial to the Commander, Mr. Harris, to mark their appreciation of the courage shown in defending the property under his charge. The Committee did this because the owners of the vessels and cargo made no acknowledgment of the services rendered by Captain Harris.

A special Committee at this time was appointed to confer with H.E. the Governor as to introducing a new system of coinage into the Colony. The coinage at this time in circulation was the Carolus or Spanish pillar dollar, the Mexican dollar, Indian rupees, English sovereigns, shillings, sixpences and three-penny bits, Chinese broken silver and Chinese cash.

A record of the report of the Committee on this subject is unfortunately not to be found in the archives of the Chamber.

A form of bond and award to be used in cases of arbitration submitted to the Chamber was prepared at this time, while attention was also directed to the necessity for having a Bankruptcy Law in the Colony.

It was also decided to publish for each Mail a market report, the members generally being in favour of such a proposal and willing to furnish the necessary information.

Arrangements were also made to transfer the Offices of the Chamber from the Court House to the premises of Messrs. Marsh & Bayers.

[Published as a booklet.]

In September, 1862, it was decided in view of the intimate relations which existed between Hongkong and Lancashire to raise funds by public subscription to assist the cotton operatives who were suffering from the closing of the mills.

This was agreed to, the Chamber contributed £500, and the total sum raised came to £25,000. In October the Attorney-General (Mr. Smale, later Sir J. Smale, C.J.), under instructions from the Governor, appeared before the Committee and read a draft bill prepared for submission to the Law Officers of the Crown in England dealing with the proposed Bankruptcy Law. The draft Ordinance was explained to the Committee and left for their consideration.

A dispute having arisen as to a judgment given by the British Consul at Canton in regard to some goods belonging to a British firm at that port, the Committee decided to address Her Britannic Majesty's Minister (Sir F. Bruce) on the subject. This was not the first time that the Chamber had addressed the Minister, as in August, 1861, representation had been made to Peking on the subject of the Chinese Customs, a question which for many years previously had been a continual bone of contention between the British traders and the Chinese officials.

The matter is worth recording, as from that date onwards the Chamber has repeatedly communicated direct with the British Minister at Peking. It is perhaps as well to direct attention to this point, as now after 50 years the question has been informally raised by a member of the Consular service, who complained of the action of the Chamber and endeavoured to denigrate that the Chamber should not communicate with British officials except through the Hongkong Government.

A ruling which it is needless to say has been rejected by the Chamber.

Towards the end of the year some correspondence passed between the Shanghai British Chamber of Commerce and the Hongkong Chamber, in regard to attempts made by the Chinese Government to interfere with the freedom of trade on the Yangtze. Correspondence of a similar nature has been carried out between the two Chambers from that date till now with various persistence.

The first Annual Meeting of the Chamber was held on 22nd April, 1862, under the chairmanship of the Vice-Chairman, Mr. Walkinshaw. The result of the year's working was laid before the Members of the Chamber, and among other matters already mentioned correspondence was referred to which had passed between the Committee and the British Minister on the subject of the detention of vessels at the ports by the Imperial Customs until all import duties due on their cargoes had been actually paid, a question which subsequently engaged the attention of the Committee for many years.

The surplus funds in the hands of the Chamber at the end of the first year amounted to the very considerable sum of £8,100.00, and it was decided therefore that the Committee should be empowered to use these funds for "charitable subscription or other purposes tending to promote the interests of commerce." The Charity which appears to have been in mind was the Sailors' Home.

At the present date times have changed, and with increasing expenditure and a shrinking revenue the Chamber finds Charity with them begins, and ends, at home—and does not even extend so far as the Sailors' Home.

A Post Office Ordinance was now published in the *Gazette*, and the Chairman was requested to make a protest against the Bill in the Legislative Council, the terms of the Ordinance being calculated to hamper the trade of the Colony.

At a meeting in May, 1863, among other questions which arose with the Chamber contributing towards the erection of the proposed Town Hall in order to have the use of a meeting room.

In anticipation of the first annual meeting the question of preparing an official list of proposed members of Committee for the following year was considered, but it was finally resolved not to prepare such a list, but to leave the matter for private arrangement.

At the second annual meeting on the 26th May, 1863, Mr. H. N. Cronin on behalf of the Portuguese community landed in a sum of \$1,235.00 subscribed to the Chamber for cotton operatives; and among other business matters put through Mr. (now Sir) Thomas Sutherland, of the P. & O. S. N. Co., was elected a member.

The work of the Chamber during its first two years of existence has been somewhat fully dealt with in order to give an idea of how its business was conducted at, and immediately after, its inception.

As there still remains 48 years to cover in this memorandum I propose after this to refer only to the more important matters which came under the consideration of the Chamber.

In 1863 the Chamber sent a despatch to the Secretary of State for Foreign Affairs (Lord Russell) adversely criticising a statement as to the working of the Chinese Imperial Maritime Customs made by the Inspector-General Mr. H. N. Lay, which had been published in the Parliamentary Blue Book.

In July of the same year the Chamber had under consideration the question of claims put forward by the British Merchants of Canton for the destruction of the factories at that port in 1855, and later the Claims of 1856 and 1857 came up for consideration.

A draft Bankruptcy Bill was considered in the Autumn of this year and was held to be defective, more particularly as dealing with property a bankrupt might possess in neighbouring ports, outside the jurisdiction of the local Courts. A difficulty which apparently has still to be surmounted.

At this time a half-yearly meeting of the Chamber was regularly held; this was discontinued in 1874.

Early in 1864 the question of a floating dock for Hongkong harbour received the consideration of the Committee; the matter, however, appears to have been shelved, and shortly after in 1867 the dock was built. The Aberdeen Dock, the first in the Island, having been constructed in 1857.

The currency question was again to the fore in February, when a specimen of the new (Hongkong) dollar was exhibited and a resolution passed that the mint should be erected on the Island and not on Kowloon peninsula.

The mint was finally set up in April, 1865, but closed two years later and the plant sold to the Japanese Government, who then established their first mint at Osaka with the plant purchased from Hongkong.

The construction of railways in China now engaged the attention of the Chamber, and in reply to Sir Macdonald Stephenson's letter on the subject the Committee stated that in their view: "It was essential for the advancement of the project that short lines of railway should at first only be tried, and that it is not advisable at present to interfere with any water communications which are already established and can generally be worked more cheaply than railway traffic."

At the annual meeting on 31st May, 1867, the Chamber voted a sum of £2,500.00 towards the cost of a City Hall, this being done apparently in order to permanently ensure the Chamber having the use of a room required for meetings.

At a meeting of 6th September, 1864, it was unanimously decided that a memorial be addressed to H.E. Sir Hercules Robinson praying against the imposition of the proposed tax for contribution for Military purposes.

At the annual meeting of 31st May, 1865, among other matters elected were the Hongkong & Shanghai Banking Corporation and the Chartered Bank of India, Australia and China.

In December of 1865 a letter was received from the Shanghai Chamber of Commerce pointing out that the value of the Hongkong dollar which was then freely used by the Chinese might be much depreciated, bearing as it did the head of the sovereign, which would necessitate a new coin at Hongkong should devolve a remedy. As Hongkong moved long before the death of H.M. Queen Victoria, the Hongkong dollar had almost disappeared, and the new trade dollar with "Britannia" instead of Her Majesty's effigy had taken its place.

It may be of interest, in view of the opinion given by the Shanghai Chamber in 1865, to mention an incident which happened to me nearly forty years later in Swatow in 1903. While passing through Swatow, I had occasion to pay a sampan man for taking me on to my steamer.

I tendered him one of the newly arrived Hongkong subsidiary coins bearing the head of U.M. King Edward. The men who spoke English quite well, altogether declined to accept it, saying it was "No dam good" and asserting it was "— money" (I suppress the name of the supposed country of origin—the word was obviously used as a term of contempt and to signify bad money).

I attempted to make the man understand that the coin was good British money, but without avail, and in the end had to obtain a coin bearing Queen Victoria's effigy, which was promptly accepted.

At the half-yearly meeting in June, 1865, rates of brokerage were for the first time arranged by the Chamber. These embraced bills of exchange, shares, opium and other merchandise.

H.E. the Governor having brought up the question as to the advisability of licensing brokers (this being as he understood the wish of the Mercantile Community), a meeting was held on the 6th August, when the following resolution was passed:—

"That it is the opinion of the Chamber that it is advisable that brokers be licensed and sworn on the same principle as London Brokers."

After considerable discussion this was carried by a small majority, and the Committee was then authorized to draw up the necessary set of rules as requested by His Excellency.

At a meeting held on 31st August, these rules for licensing and regulating brokers were passed by the Chamber and submitted to the Governor.

At the half-yearly meeting in May, 1867, the subscription to the Chamber was reduced to \$50 for firms and \$25 for individuals, on the ground that the income of the Chamber was in excess of requirements and already a considerable sum had accumulated which had been placed on fixed deposit. The original subscription had been \$100 for firms and \$50 for individuals.

During this year considerable discussion took place with regard to the revised treaty with China, and as it was understood the British Minister (Sir Rutherford Alcock) was visiting the various treaty ports, to learn the views of merchants, it was decided to request an interview with him while passing through Hongkong. In the meantime the proposed new treaty was carefully considered, and on the 16th July, 1867, a special meeting of the Chamber was convened to consider the best way of putting forward the views of the Hongkong mercantile community on the subject.

It was ultimately decided to draw up a memorial for presentation to the Secretary of State through the Governor (Sir E. Macdonnell).

It was further decided at this meeting to add the Press in future to all general meetings at which matters of public interest were to be discussed.

On the 19th October a long and somewhat animated meeting was held at which the draft of the memorial to the Secretary of State for the Colonies (the Duke of Buckingham and Chandos) was discussed and finally passed after considerable amendment.

The next important matter which engaged the attention of the Chamber was the manner in which the newly imposed Stamp Act affected various branches of trade, and at a meeting held on the 17th March, 1868, the question was fully discussed. Considerable dissatisfaction being expressed at the high-handed manner in which Mr. F. W. Mitchell, the Collector of Stamp Revenue, had acted.

A Sub-Committee was finally appointed to interview the Stamp Committee which was then sitting under instruction of the Governor.

On the 3rd April another meeting was held to protest against licensed gambling in the Colony, as calculated to injure trade and encourage dishonesty, particularly amongst the Chinese. A resolution embodying the views of the Chamber was passed, for submission to the Governor.

At the half-yearly meeting held on 29th May, among other matters discussed was a circular issued by the British Minister in reply to the various memorials received by him dealing with the new treaty.

The general consensus of opinion was that the Minister appeared to show great want of sympathy with the British Merchants, whose interests it was his duty to defend, and the hope was expressed that H.M. Secretary of State for Foreign Affairs would send such instructions to Peking as would tend to better the interests in the development of British Commercial interests in the Colony for the purpose of collecting the so-called "War Tax" on opium.

Arrangements were then made to temporarily transfer the Offices of the Chamber from Queen's Road to Club Chambers until the New City Hall was completed.

Early in 1869 the question of illegal taxation again occupied the attention of the Committee when protests were made against the blockade of Hongkong by vessels flying the Imperial flag which seized junks and forced payment of the extra tax on opium.

A special meeting was held on 11th March to discuss a draft letter to the Consul at Canton in reply to one from him dealing with the new treaty with China, a copy of a despatch on this subject from Sir R. Alcock to the Consul at Amoy having been submitted to the Chamber for consideration.

The Chamber in the main supported the proposals of the British Minister. They agreed in the interests of both China and Great Britain that more ports be opened on the Coast and main waterways, but strongly protested against Sir R. Alcock's proposal that trade by foreign vessels on inland waters should be confined to "other vessels than those propelled by steam."

Later in the year a question was brought up in Committee with regard to asking Messrs. Jardine, Matheson & Co. to join the Chamber. This firm appears to have been one of the original members, but shortly afterwards to have resigned, and did not rejoin until August, 1869, when Mr. William Kearns was appointed Vice-Chairman, and shortly after Chairman.

(To be continued.)

THE HOUSE OF COMMONS.

FAR EASTERN QUESTIONS.

THE JAPANESE ANARCHISTS.

On the 14th ult. Mr. Wedgwood (Newcastle-under-Lyme, Min.) asked the Secretary for Foreign Affairs whether a member of the British Embassy was allowed to be present at the trial of Dr. Kotoku and his wife in Tokyo; whether such a person was actually present; and whether, in view of the importance of the maintenance of friendly relations and mutual respect between England and Japan, he would instruct his Majesty's representative to send home a full memorandum on this trial.

Mr. Fall (Great Yarmouth, Opp.).—On a point of order, Sir, is it in order to put down questions referring to trials in a foreign State? (Opposition cheers.)

The Speaker.—I do not see any objection. (Ministerial cheers.) The point is whether a member of the British Embassy was present and that seems to me to be a proper question.

Mr. Fall.—There are several instances, so far as I can see, in the question which make it objectionable.

The Speaker.—The Minister answering is not obliged to reply if he does not like.

Mr. McKinnon Wood (Glasgow, St. Rollox, Min.).—The proceedings were, in accordance with the provisions of the Japanese Criminal Law on the point, conducted partially in private; but, through the courtesy of the Japanese Government, representatives of foreign Governments were permitted to be present. Mr. Rambold, the Counsellor of his Majesty's Embassy, and Mr. Hobart-Hampden, the Japanese Secretary, availed themselves of this permission; and in describing the proceedings, have specially remarked upon the dignified manner in which they were conducted, and the absolute fairness displayed towards the accused, who were properly and ably defended by most competent counsel.

Neither Mr. Kotoku nor his confederate, Miss Suga Kanno, who was not his wife, was a British subject, and in these circumstances there appears to be no ground for calling for an official report on the matter, which has, moreover, been publicly dealt with in the English Press in Japan. (Cheers.)

Mr. Wedgwood.—May I ask the hon. gentleman whether Mr. Rambold was present at all the sessions of the Court or only when judgment was delivered?

Mr. McKinnon Wood.—I cannot say how many hours Mr. Rambold was present.

Mr. Wedgwood.—Will you call for a report?

No answer was given.

Mr. Keir Harries (Marlborough, Tynval, Lab.) asked the Secretary for Foreign Affairs whether he had received resolutions from public meetings and organizations protesting against the methods adopted at the trial of Dr. Kotoku and his 26 comrades, who were charged with being concerned in a plot for the assassination of the Emperor of Japan; whether he had communicated these to the Japanese Government; and whether he had received any response.

Mr. McKinnon Wood.—The answer to the first paragraph is in the affirmative. As I have today informed the hon. member for Newcastle-under-Lyme, Mr. Kotoku was not a British subject, neither were his 26 comrades. There is therefore no occasion for communicating these resolutions to the Japanese Government. (Hear, hear.)

Mr. Keir Harries.—May I ask whether any harm will accrue to the Government if they send on these communications to the Japanese Government as indicating the state of public opinion in this country towards the trial?

Mr. McKinnon Wood.—Yes; I think it would be an unprecedented and unfortunate course. (Cheers.)

CHINA AND OPPIUM.

In reply to Sir G. FOLLARD (Lancashire, S. E., Eccles, Min.).

Mr. Montagu (Cambs, Chesterton, Min.) said:—The net opium revenue of the Indian Government before and after the agreement with China has been as follows:—In 1906-7, the year before the agreement took effect, it was £3,747,236. In 1907-8, 1908-9, 1909-10 it was respectively £3,775,545, £4,648,700, £4,418,220. For the current year the Budget estimate was for revenue of £3,553,700, but this estimate will probably be greatly exceeded. The explanation of such increases in revenue which have been or may be realized is to be found in the inflation of prices and reduction of expenditure which normally accompany a restriction of supply.

CHINESE PORK.

Mr. Burns, answering Mr. Fall (Yarmouth, Opp.), who asked whether the shipments of Chinese pork to this country were not increasing, and if during the continuance of virulent plague in China the importations to this country could not be prohibited, said:—Fewer carcasses were imported during 1909 than during 1910, but as the importations of Chinese pork did not commence until July of the former year, I should hesitate to say whether the shipments are increasing. I understand that £3,246 carcasses were received at Liverpool during last year, and that the whole of these were examined. Of this number 343 were condemned on account of unsoundness which developed in transit, and 352 on account of disease or abnormal conditions.

Mr. Croft (Christchurch, Opp.).—Does not the right hon. gentleman think that in the interests of the Empire a duty might be put upon the importation of Chinese pigs rather than upon our Indian tea? (Opposition cheers.) No answer was given.

HEROISM OF DOCTORS IN MANCHURIA.

Mr. McKinnon Wood, replying in the House of Commons to a question by Mr. A. Baker (E.), regarding the precautions taken by the Chinese Government to ensure the safety of European doctors working in the plague district of Harbin, said:—His Majesty's Minister at Peking reports that all the doctors have been inoculated with Hoffman's vaccine. They are comfortably installed in a railway car, with the exception of one who is living with the British Consul. The Chinese Government have done their utmost for the personal comfort of the doctors, whose private letters show appreciation of their considerate treatment. They wear masks, oilskin boots, and complete overalls when dealing with cases of plague. The French doctor, Mesny, who was not inoculated, became infected owing to a patient coughing in his face while examining him unmasked. Dr. Jackson, the British doctor, died after continuous hard work during a crowd of infected coolies. It is believed that he was too exhausted to maintain proper precautions. The heroism of the doctors, Sir John Jordan reports, is beyond praise.

EGGS FROM CHINA SEIZED IN MONTREAL.

A consignment of spined eggs from China, valued at £15,000, has been seized by the Food Inspection Authorities at Montreal, and the Board of Control has ordered that not a single can must be sold in the city. A guinea-pig was inoculated with a portion of one of the eggs and died.

INTIMATIONS

RAW PLACES ON HER BABY BOY

Lower Lip Broke Out in Sores. Spread All Over Chin, then on Legs and Thighs. Did Not Improve. Sent for Cuticura Remedies. Soothed Him Wonderfully. In Six Weeks He was Cured.



"When my baby boy was eighteen months old, his lower lip broke out in sores. At first I thought it was a cold, but it spread all over his chin and head of water came from it, then large sores appeared on his legs and thighs quite raw places. I took him to the hospital, but he did not improve. They only gave me ointment. I went on for a month when a friend of my sister told her to tell me to use the Cuticura Remedies. I sent for them at once. It seemed a great outlay at first, but one lot of each with the Cuticura Soap, and kept replacing the Cuticura Ointment. It soothed him wonderfully. We were pleased to see a great improvement. In six weeks he was entirely cured, and I shall always recommend the Cuticura Soap and Ointment." (Signed) Mrs. J. A. Bishop, 140 Northwood Road, Upper Clapton, London, N. E. Nov. 20, 1909.

ne, Matheson & Co.

"ALL HANDS ON DECK."

REMARKABLE SPEECH BY THE REGENT OF
BRUNSWICK.

The Regent of Brunswick, speaking at the annual shipping banquet at Bremen on the 10th ult. uttered a striking appeal to German shipping, mining, and industrial interests, to unite in the furtherance of the welfare of the Empire. He said:—

The German Empire shines resplendent in its old power, the imperial crown in its new radiance. The empire stands in the midst of Europe as a commanding guardian of peace, but how is it with the old spirit at home and abroad? Under the black, white, and red ensign we see a wild struggle of competition, a fight of all against all, division of German interests at a time when foreign nations are mustering all their powers.

"We see Germany yielding ground, step by step, and many an anxious German eye looks up at the lofty mast with the question: 'When will the flag be hauled down and give place to the Union Jack, the Tricolour or even the Yellow Dragon banner?'"

"That is a grave saying, yet I think it should be uttered here by someone who has a warm heart for German trade and German shipping, and the cry should go up before it is too late—All hands on deck!"

A NEW TYPE OF VESSEL.

The statement in a Liverpool paper respecting the use of internal-combustion engines for steamers is by no means the first that has appeared on the subject, says the Times of the 15th ult. The first vessels of size to be fitted with such engines were the steamers Vandal and Sarnet, built in Sweden in 1905 for service between Bohol and St. Petersburg, a distance of 683 miles. In the course of the voyage the vessels pass through shallow rivers, canals, and locks, and across Lake Ladoga, in which stormy weather is sometimes encountered. The deadweight carrying capacity is 700 tons, the effective horse-power 500, and the maximum horse-power 600.

When reviewing the shipbuilding year on January 13th last we referred to the first big motor steamer to be built in this country—the Toller. The vessel was built last year by Messrs. Swan, Hunter, & Wigham Richardson, but was originally built by the Aktiebolaget Diesels Motorer of Stockholm. She is of 1,659 tons gross and 1,334 tons net and is classed with the British Corporation. The vessel is destined for service on the American Lakes and at present is believed to be laid up pending the opening of navigation. Great secrecy has been preserved respecting her engine equipment.

In the report of Lloyd's Register for 1910, of which we recently gave extracts, reference was made to the motor steamer Vulcanus, built and engine last year at Amsterdam, for the Dutch-India Tank Steamship Company, a subsidiary of the Anglo-Baron Petroleum Company. The vessel is of 1,179 tons gross, 707 tons net, and has an indicated horse-power of 500.

The statement referred to yesterday (14th Feb.) respecting a large vessel to be equipped with Diesel engines, and now being constructed on the Clyde by Messrs. Barclay, Curle, and Co., was first made on February 3 by Mr. James G. Christie at a dinner held in celebration of the jubilee of his connection with the firm. The vessel is one of three sister ships now being built for the Russian-Asiatic Steamship Company. The vessels will have a gross tonnage of 5,000 and a deadweight carrying capacity of 7,000 tons. They will be twin-screw vessels and will be fitted with two sets of internal combustion eight-cylinder engines of the Diesel type. The vessels will have a speed of 12 knots and will carry a limited number of passengers. It is understood that the same company is contemplating ordering a motor vessel of about 5,000 tons, and that the plans will depend on experiments now being made.

At the present time a motor steamer of 2,800 tons gross is being built by Messrs. Black & Veatch of Hamburg. She will have a length of 351.5ft., a beam of 44.5ft., and a moulded depth of 25.5ft. The vessel will be fitted with twin-screw engines, each of 1,000 h.p. Here, again, it is believed that upon the results given by this vessel will depend the proposal of the Hamburg-American Line to order a large motor steamer.

France also has not lagged behind. A full-rigged five-masted vessel is now under construction at Bordeaux and is to be fitted with internal combustion engines to give her a speed of ten knots. The French ship Quercy, of 3,273 tons, built in 1897, has just been fitted with twin-screw internal combustion engines, each of 350 h.p., by the M. A. N. Company of Nuremberg. The Quercy is owned by Messrs. H. Proust-Leblond et E. Leroux, of Rouen. It is also understood that the well-known French firm of Freresin et Cie, of Marseilles, is contemplating building vessels to be fitted with motor engines.

Naturally, authorities such as Lloyd's Register of Shipping have been and are now giving very close consideration to the question of oil engines for large vessels. It is known also that several owners beside those named above have the question in contemplation. The Diesel engine takes up rather more room than the steam engine, but when the space now occupied by engines and boilers together is considered the saving of space is very considerable. It is estimated that the amount of oil fuel required is one-fourth of the fuel at present consumed, and a very great saving in the number of stokers needed may be expected. In some cases such as the Vulcanus a funnel would be constructed in order to allow the waste gases to pass away, but in other boats, as in the Quercy, the gases would, no doubt, pass out through pipes at the stern. The oil-burning liners of the future may be expected to be much cleaner than coal-burning vessels of the present day, but one essential for the wide adoption of oil fuel will be an ample supply of cheap crude oil.

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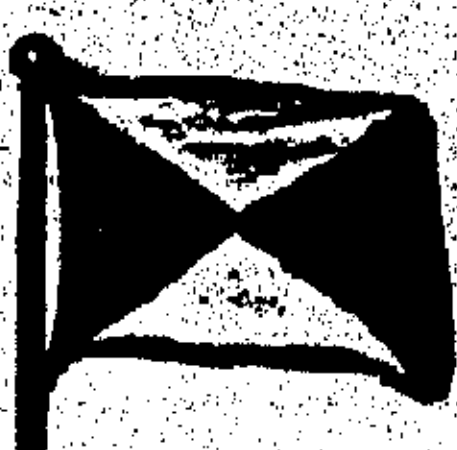
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Hongkong, 14th February, 1911.

PASSENGERS. ARRIVED.

Per *Huiching*, from Coast Ports, Mrs. Wood and children, Dr. and Mrs. Churchill and 3 children, Miss West, Miss Cadrigton, Miss Steven, Miss Hill, Miss Wordham, Mr. Redford, Mrs. Thompson, Mr. Soper and Mr. Daines.

Per *Yawata Maru*, from Japan, &c., for Hongkong, Mr. and Mrs. E. O'Brien and 3 children, Mrs. M. Suzuki, Mrs. B. K. Wolf, and Mr. K. Kusumoto; for Manila, Mr. and Mrs. D. Dunn, Mr. T. R. Wolf, Mrs. L. J. Lewis and child.

Per *Borneo*, from London, for Hongkong, Mrs. Fawcett, Mr. McCormick, Mr. and Mrs. E. Sears and child, Mrs. Craddock, Miss W. Barker, Mr. Laurie and Mr. F. Bayle; for Shanghai, Mr. and Mrs. Anderson and infant, Miss Reid, Mrs. Cruikshank and infant, Mrs. P. Scott and Miss L. Hayward; for Kobe, Miss Pearson; for Yokohama, Major M. P. Coates, Capt. and Lady Olive Coates, and Miss Keogh; from Singapore, for Kobe, Mr. W. Sanders.

Per *Siberia*, from San Francisco, &c., Dr. W. L. Adams, Mr. and Mrs. L. P. Bailey, Mr. Geo. C. Ball, Miss E. Barrington, Miss A. B. Champlin, Miss K. Champlin, Mr. and Mrs. A. Easton, Mr. and Mrs. H. H. Hawes, Mr. A. M. Hooper, Mr. and Mrs. H. F. Hillmer, Miss M. Hillmer, Mr. D. B. Hyman, Miss N. S. Irwin, Miss L. Muller, Miss H. E. Kunkle, Mr. and Mrs. S. C. Lee, Mr. W. Lyoth, Mr. C. E. Hance, Miss A. E. Job, Miss M. O'Mahon, Mrs. D. R. Leisner, Mrs. H. E. Packer, Miss M. A. Rodkey, Mr. W. Salomon, Mr. and Mrs. C. C. Smith, Miss Lucille and Alice Smith, Mrs. M. G. Stevens, Misses B. and E. Yakol, E. Gluckauf, Major and Mrs. C. M. Condon, Masters M. and F. Condon, Miss A. Kildyle, Rev. C. E. Suckie, Mrs. D. W. Norris, Mr. G. F. Fehrlind and Mr. E. D. Bush.

Per *Iyo Maru*, for London, Rev. and Mrs. Hudson and 2 children; Mr. E. C. Wilford, Master Wilford, Lieut. and Mrs. Dalrymple, Mrs. Farnmore, Miss Farnmore, Mr. and Mrs. G. A. Lavis, Rev. and Mrs. S. S. Smalley, Mr. and Mrs. C. W. Ford, Mr. R. Kadotia, Capt. F. Pooley, Dr. K. Sugi, Mr. F. A. Gordon, Mr. A. H. Ryder, Mr. G. Morris, Mrs. McIlroy, Mrs. Campbell and infant, Capt. R. Smith, Mr. Thornhill, Mr. E. W. Dawson, Mr. G. Haslam, Lt. Capt. Capt. E. W. Vichard, Mrs. N. B. Rennie, Miss McIlroy, Mr. Dunn, Miss Ishiki, Miss Kyo Hanada, Mr. Mackie, Messrs. Sinclair, O. S. Burges, H. A. Hards and Sushiro, Mrs. Hattori, Miss Kimi Ozawa and Mrs. Higaki.

Per *Nikko Maru*, for Japan, Mrs. and Miss Crosby, Mr. and Mrs. Sieb, Miss Mitchell, Miss Wilson, Mr. Gray, Mr. Leloeet, Mr. and Mrs. Cohen, Miss Cohen, Mr. Knopp, Miss Highfield, Mr. and Mrs. Converse and child, Mrs. Jamieson, Miss Macdonald, Mrs. Elworthy, Miss Elworthy, Mrs. and Miss Brooke, Mrs. Wright, Mrs. Carver, Mr. and Mrs. Baker, Misses Bates (2), Mr. Oshima, Mr. Nukayama, Lady Surgood, Miss Surgood, Mr. Parson, Mr. Crosby, Mrs. Thorpe, Mr. and Mrs. Easton, Mr. and Mrs. Ackman, Mrs. Clements, Mrs. Sale, Mrs. Wicks and child, Mr. and Mrs. Daba, Mr. and Mrs. Stockdale, Miss Hope, Miss Seymour, Mr. and Mrs. Smeaton, Mr. and Mrs. Pereira, Mr. Ishikawa, Mr. Fukuchi, Mr. Oseto, Mr. and Mrs. Yokose, Messrs. K. Nakamoto, T. Oseto, Bryden, J. Traynham, Leven, K. Uyetaki, Muga and Garbick, Mr. and Mrs. Young.

Per *Kamo Maru*, for Japan, Dr. Miura, Com. Matsumura, Major-General Hoshimoto, Colonel Yandine, Mr. Kume, Mrs. Metcalf and child, Mrs. and Miss Ascherson, Miss Hill, Mrs. and Miss Cowlishaw, Mrs. Eas, Dr. Itami, Miss Corbett, Mr. Makino, Mr. Yokota, Mr. and Mrs. Watson and 2 children, Major Immanishi, Col. Uchino, Mr. Murata, Mr. Kimura, Mrs. Reoch, Mr. Idenaka, Mrs. Sugaya and 4 children, Dr. Onda, Mr. D'Almeida, Dr. Kawamura, Dr. Matsumaga, Messrs. Miyake, Yokota, K. Yamada, Morishima, Sakai and Masaki.

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VISITORS AT HOTELS.

HONGKONG HOTEL.

| | |
|---------------------------------------|-------------------------------|
| Rev. & Mrs. O. Allen | Mr. & Mrs. W. D. Kraft |
| Mr. & Mrs. D. P. Allen | Mr. G. M. Look |
| and maid | Mr. W. Lawrie |
| Mr. J. I. Andrew | Mr. G. T. Lloyd |
| Mr. E. W. Aston | Mr. D. L. Lloyd |
| Mr. J. Audick | Mr. W. Logan |
| Mr. and Mrs. J. H. Backhouse | Mr. G. Lowe |
| Mr. & Mrs. C. G. Bartlett | Mr. Lubbock & maid |
| Mr. H. Brice Bates | Mr. E. Lubbock, R.N. |
| Mr. L. Beckingsale | Miss Lubbock |
| Mr. F. Bellfield | Mr. E. Maravata |
| Capt. A. H. Best | Dr. O. Marriott |
| Mr. and Mrs. N. F. Blanche | Mr. K. A. Misset |
| Mr. H. Bohler | Mr. O. Mayer & valet |
| Mr. J. W. C. Doanar | Col. & Mrs. McIntyre |
| Mr. F. Bonnet | Mrs. D. McMillan |
| Mr. and Mrs. C. Van der Born | Mr. J. Moier |
| Mr. H. W. Brasser | Mr. E. C. Mitchell |
| Mr. F. Breidell | Mr. C. Morchard |
| Mr. F. L. Brown | Mr. O. Morley |
| Mr. & Mrs. A. O. Burdick | Mr. P. W. L. Nanninga |
| Mrs. J. S. van Buren | Mr. A. Nanyoherbo |
| Miss Carter | Mr. R. J. Nicol |
| Mr. M. H. Cawor | Mr. W. North |
| Mr. E. T. Chivers | Mr. and Mrs. F. D. Northcombe |
| Mr. W. E. Clarke | Mr. V. O'Donnell |
| Mr. A. S. Cobden | Mr. J. O'Grady |
| Mrs. H. W. Cohen | Mr. J. L. Parke |
| Nisse Cohen | Mr. J. M. Pavitt |
| Mr. H. L. Condon | Mr. A. P. Pinner |
| Mr. Colquhoun | Mr. A. Pinner |
| Mrs. & Miss Crosby | Mr. L. E. Pinkham |
| Mr. & Mrs. H. Dalles | Mr. C. H. Robinson |
| Mr. & Mrs. Danby & infant | Mr. C. H. Rose |
| Mr. & Mrs. W. G. Darby, child & amah | Mr. A. H. Ryder |
| Mr. P. Davidson | Mr. F. Powel |
| Hon. Mr. W. Ross Davies | Mr. P. Pringle |
| Mr. W. O. Drew | Mr. W. T. Pritchard |
| Mr. W. Eason | Mr. E. H. Ray |
| Mr. E. Eckhouse | Mr. & Mrs. J. E. Bod |
| Baron & Baroness Van Elvelde & family | Mr. & Mrs. Van Rens |
| Mr. and Mrs. H. C. Ehrenfels | nurse & child |

SHIPPING

ARRIVALS.

ANNU, British str., 15th March—Canton.
BOMBAY MARU, Japanese str., 2,316, J. Tera-
naka, 15th March—Bombay and Singapore
9th Mar. General—Nippon Yusen Kaisha.
BORNEO, British str., 2,943, W. H. S. Hall,
15th March—Antwerp 22nd Mar. General—
P. & O. S. N. Co.
BUSHU MARU, Japanese str., 1,935, Takeda,
14th March—Mojito 7th Mar. Coal—Mitsui
Bussan Kaisha.
CHONGSHING, British str., 1,220, V. McLiddell,
15th March—Tientsin 8th Mar. General—
Jardine, Matheson & Co.
CHOYANG, British str., 1,434, M. Courtney,
15th March—Shanghai 10th and Swatow
14th March, General—Jardine, Matheson
& Co.
MAOCHING, British str., 1,267, W. G. Pasmore,
15th March—Foshan 12th Mar. General—
—Douglas, Lapraik & Co.
HONGKONG, French str., 739, A. Cornelissen,
14th March—Haiphong 12th Mar. General—
—A. R. Marty.
KUEICHOV, British str., 1,219, Forester, 15th
March—Tientsin 8th Mar. General—
Butterfield & Swire.
MATHILDE, German str., 891, A. P. Uldner,
14th March—Haiphong and Hoihow 13th
March, General & Rice—Johnson & Co.
MEFOO, Chinese str., 15th March—Canton.
PROSPER, Norwegian str., 924, K. Larsen, 15th
Mar.—Bangkok 8th Mar. Rice—Angard,
Thorson & Co.
SABINE RICKERS, Dutch str., 573, D. E.
Boore, 14th March—Swatow 13th March,
Ballast—Asiatic Petroleum & Co.
SIDERIA, American str., 5,665, A. Zedder, 15th
March—San Francisco 15th Feb. Mails
and General—P. M. S. S. Co.
TILKIN, Dutch str., 2,888, H. Koops, 14th
March—Mussaur and Billiton 5th March,
Sugar and General—Java-China-Japan
Lijn.
TSHIVAU, German str., 1,003, F. Bucking, 15th
March—Bangkok 7th March, Rice—But-
terfield & Swire.
WUHU, British str., 1,227, J. Mathred, 15th
March—Saigon 11th March, Rice—But-
terfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Borneo, British str., for Shanghai.
Kamo Maru, Japanese str., for Kobe.
Shinkoku Maru, Japanese str., for Anping.
Standard, Norwegian str., for Saigon.
Tsinanfu, Chinese str., for Hongky.

DEPARTURES.

CARMARTHENSHIRE, British str., for Straits.
DAONY, Norwegian str., for Hongky.
HATMIN, British str., for Swatow.
ITO MARU, Japanese str., for Singapore.
KEENOWAL, German str., for Bangkok.
KYLENES, British str., for Port Said.
NIKKO MARU, Japanese str., for Nagasaki.
SOSHIU MARU, Japanese str., for Swatow.
TOVAREK, French str., for Fort Bayard.

SHIPPING REPORTS.

The Brit. str. Tientsin reports: Fine weather
and smooth sea.
The British str. Choyang reports: Moderate
winds and sea, foggy weather.
The British str. Haiching reports: Foggy
weather, light breeze and smooth sea.
The British str. Chongshing reports: Light
winds, clear weather, from Tientsin to Vider;
dense fog from Vider to port.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co. str. China from San
Francisco, sailed from Yokohama on the 13th
instant, en route to Hongkong, and is due to
arrive at Hongkong on the 20th inst.
THE AUSTRALIAN MAIL.
The E. & A. str. Aldenham from Sydney, &c.,
left Manila on the 14th inst., at 7 p.m., and is
due here to-morrow morning.
THE CANADIAN MAIL.
The C.P.R. Co. str. Express of China
arrived at Shanghai at 10 a.m. on the 14th inst.,
and left again at 9 p.m. same day for Hongkong,
where she is due to arrive at 9 a.m. to-morrow.
The C.P.R. Co. str. Montague left Van-
couver, B.C., for Hongkong (via usual ports of
call) on the 6th instant p.m.
THE ENGLISH MAIL.
The P. & O. S. N. Co. str. Devonian left
Singapore for this port on the 11th instant, at
8.30 a.m., with the outward English Mails, and
is due here to-day at about 6 a.m.
THE GERMAN MAIL.
The I.G.M. str. Kleist, carrying the German
Mails with date from Berlin of the 22nd ult.,
left Colombo on the 12th inst. p.m., and may be
expected here on or about the 23rd inst. a.m.
THE INDIAN MAIL.
The Indo-China str. Koolong from Calcutta
and the Straits left Singapore for this port on
the 11th instant, at 6 a.m., and is due here to-
morrow.
The Indo-China str. Laitang left Calcutta
for the Straits and Hongkong on the 4th inst.,
and is due here about the 20th inst.

MERCHANT STEAMERS.
The American & Orient Line str. Afghan
Prince, from New York, is due here to-morrow.
The Austrian Lloyd's str. Austria left Singa-
pore for this port on the 11th instant, and is
due here to-morrow.
The N.Y.K. str. Inaba Maru (American
Line) left Kobe for this port via Moji and
Shanghai on the 10th instant, and is expected
here on the 19th instant.
The str. Glenelg passed the Suez Canal on
the 14th ult., and is due here on or about 20th
inst.
The Mergel Line str. Montrose from United
Kingdom left Singapore on the 15th inst., and
is due here on or about the 21st inst.
The O.S.K. str. Mexico Maru from Tacoma,
arrived at Yokohama on the 8th inst., and left
thence for this port via Kobe and Shanghai,
and is due to arrive at this port on the 23rd
instant.
The N.Y.K. str. Bingo Maru (Bombay Line)
left Bombay for this port via Colombo and
Singapore on the 10th instant, and is expected
here on the 28th instant.

STEAMERS PASSED THE CANAL.

Feb. 21st—C. F. Davies, Cathay, Flintholm,
Lactra, 24th—Belgic, Danubius, Kintush,
Palma, Schuyler, Sunda, 28th—Benvenia,
Bintang, March 3rd—Benavich, Indragama,
Patroclus, Shimosa, Ville de la Ciotat, Indra-
velli, Sachsen, 7th—Ali Maru, Memnon,
Slavonia, Suevia, 10th—Agamemnon, Diomed,
Nubia, Monmouthshire, Oceanic, Stentor,
14th—Benavon, Caledonia, China, Dece-Cas-
sio, Sicilia, Teukos, Arcadia.

ARRIVALS AT HOME.

March 14th—Inverclyde, Persia, Proterianus.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|------------------|-------------|--------|-------------------------|-------------------------------|---------------------------|
| LONDON, &c., via USUAL PORTS OF CALL. | MAIMORA | Brit. str. | — | G. H. C. Weston, R.N.R. | P. & O. S. N. Co. | On 18th inst., at Noon |
| LONDON & ANTWERP via SINGAPORE, &c. | NORE | Brit. str. | — | G. Phillips, R.N.R. | P. & O. S. N. Co. | About 22nd inst. |
| ROTTERDAM & HAMBURG via STRAITS, &c. | ALESIA | Ger. str. | k. w. | Habel | HAMBURG-AMERICA LINE | On 10th April. |
| BREMEN, HAMBURG & ANTWERP, &c. | AMERICA | Ger. str. | k. w. | Deinat | HAMBURG-AMERICA LINE | On 23rd inst. |
| COPENHAGEN & BALTIC PORTS | YEDDO | Swed. str. | — | — | OLOF WINT & Co., Ltd. | End of Mar. |
| HAYRE, ROTTERDAM & HAMBURG, &c. | SANDIA | Ger. str. | k. w. | Rouss | HAMBURG-AMERICA LINE | On 20th inst. |
| HAYRE, ROTTERDAM & HAMBURG, &c. | BRUSSEN | Ger. str. | k. w. | Bahle | HAMBURG-AMERICA LINE | On 30th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TERESA | Ger. str. | k. w. | Salmer | HAMBURG-AMERICA LINE | On 18th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | KANAGAWA MARU | Jap. str. | — | C. H. Butler | NIPPON YUSEN KAISHA | On 23rd inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | HIDANO MARU | Jap. str. | — | H. Emsey | NIPPON YUSEN KAISHA | On 29th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TANGO MARU | Jap. str. | — | K. Kawara | NIPPON YUSEN KAISHA | On 12th April, at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | RHEINFELD | Ger. str. | k. w. | Belbo | HAMBURG-AMERICA LINE | On 15th April. |
| TRIESTE, &c., via SINGAPORE, &c. | VORWAERTS | Aus. str. | — | R. Dannecker | SANDBER, WIELE & Co. | On 29th inst., at 2 p.m. |
| NAPLES, GENOA, ALGIERE, GIBRALTAR, &c. | PRINCESS ALICE | Ger. str. | — | P. Groch | MELCHERS & Co. | On 22nd inst., at Noon. |
| BOSTON & NEW YORK via PORTS & SUEZ CANAL | LOWTHER CASTLE | Brit. str. | — | — | SHEWAN, TOMES & Co. | On 18th inst. |
| BOSTON & NEW YORK | GHAEZE | Brit. str. | — | — | DODWELL & Co., Ltd. | About 7th April. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. Co. | On 8th April, at 7 a.m. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | MONTAGLE | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. Co. | On 13th April, at Noon |
| VICTORIA, C.B. & TALOMA via JAPAN, &c. | SEATTLE MARU | Jap. str. | — | K. Kawara | OSAKA SHOSHEN KAISHA | On 22nd inst., at D'light |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. | INABA MARU | Jap. str. | — | S. Sato | NIPPON YUSEN KAISHA | On 23rd inst., at Noon |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. | AMBA MARU | Jap. str. | — | Lamont | NIPPON YUSEN KAISHA | On 25th April, at Noon |
| VANCOUVER, B.C., & SEATTLE via SHANGHAI, &c. | SEATTLE MARU | Jap. str. | — | H. S. Smith | THE BANK LINE, LIMITED | On 13th April. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | SIBERIA | Jap. str. | — | — | TOYO KAISEN KAISHA | On 10th inst., at 1 p.m. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | CHINA | Aus. str. | — | — | PACIFIC MAIL S.S. Co. | On 24th inst., at 1 p.m. |
| PORTLAND via JAPAN | HERCULES | Nor. str. | — | — | PORTLAND & ASIATIC S.S. Co. | On 8th April. |
| AUSTRALIAN PORTS via MANILA | YAWARA MARU | Jap. str. | — | J. Nagao | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| AUSTRALIAN PORTS via MANILA | COMENZ | Ger. str. | — | H. Nagao | MELCHERS & Co. | On 25th inst., at D'light |
| AUSTRALIAN PORTS via MANILA | TAIYUAN | Brit. str. | 1 m. | L. Dawson | BUTTERFIELD & SWIRE | On 10th April, at 4 p.m. |
| AUSTRALIAN PORTS via MANILA | NIKKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 14th April, at Noon |
| KOBE & YOKOHAMA | AKI MARU | Jap. str. | — | — | NIPPON YUSEN KAISHA | On 30th inst., at 11 a.m. |
| KOBE & YOKOHAMA | PRINZ WALDEMAR | Ger. str. | — | F. Iske | MELCHERS & Co. | About 4th April. |
| KOBE & YOKOHAMA | KOMARU MARU | Jap. str. | — | M. Winkler | NIPPON YUSEN KAISHA | On 12th April, at Noon |
| JAPAN, HONOLULU, MANZANILLO, &c. | TOYO MARU | Jap. str. | — | K. Hashimoto | TOYO KAISEN KAISHA | On 19th April, at 1 p.m. |
| JAPAN | THODAS | Brit. str. | — | P. J. van Emmerick | JAVA-CHINA-JAPAN LYN | Quick despatch. |
| TSINGTAU & NEWCHWANG | SHANSHI | Brit. str. | 1 m. | Richards | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| TSINGTAU | KUICHOW | Brit. str. | 1 m. | G. Hooker | BUTTERFIELD & SWIRE | On 20th inst., at 4 p.m. |
| SHANGHAI | ANSHU | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI | DEVANHA | Brit. str. | — | — | P. & O. S. N. Co. | To-morrow, at Daylight |
| SHANGHAI | CHENAN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 18th inst., at D'light |
| SHANGHAI via SWATOW | WINGSANG | Brit. str. | — | — | MELCHERS & Co. | On 19th inst., a.m. |
| SHANGHAI YOKOHAMA & KOBE | AUSTRIA | Aus. str. | — | H. G. Walker | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at Noon |
| SHANGHAI YOKOHAMA & KOBE | CATHAY | Swed. str. | 1 m. | Raich | SANDBER, WIELE & Co. | On 19th inst., a.m. |
| SHANGHAI, KOBE & MOJI | FOOKSANG | Brit. str. | — | — | MELCHERS & Co. | On 20th inst., at Noon |
| SHANGHAI | WAISHING | Brit. str. | — | Richard | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at Noon |
| SHANGHAI NAGASAKI, KOBE & YOKOHAMA | KLEIST | Ger. str. | — | O. Pahnke | MELCHERS & Co. | About 22nd inst. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | LIWIN MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | On 23rd inst., at 8 a.m. |
| SHANGHAI | BUVIN MARU | Brit. str. | 1 m. | C. Lindberg | BUTTERFIELD & SWIRE | About 23rd inst. |
| SHANGHAI MOJI, KOBE & YOKOHAMA | PALMA | Brit. str. | — | E. W. Cookman, R.N.R. | HAMBURG-AMERICA LINE | On 25th inst., at M'night |
| SHANGHAI KOBE & YOKOHAMA | SENEGAMBIA | Ger. str. | k. w. | E. W. Cookman, R.N.R. | BUTTERFIELD & SWIRE | On 29th inst. |
| SHANGHAI | CHINHA | Brit. str. | 1 m. | A. Harris | HAMBURG-AMERICA LINE | On 7th April. |
| SHANGHAI MOJI & KOBE | BINGO MARU | Jap. str. | — | S. J. G. Parsons | OSAKA SHOSHEN KAISHA | On 19th inst., at 10 a.m. |
| SHANGHAI KOBE & YOKOHAMA | SUEVIA | Ger. str. | k. w. | Kotato | DOUGLAS LARPAIK & Co. | On 19th inst., at 10 a.m. |
| SHANGHAI | TUTAROM | Dut. str. | — | — | DOUGLAS LARPAIK & Co. | To-morrow, at 11 a.m. |
| TAMU via SWATOW & AMOY | DAMIN MARU | Jap. str. | — | — | DOUGLAS LARPAIK & Co. | On 21st inst., at 11 a.m. |
| SWATOW | HAIMUN | Brit. str. | 2 h. | A. H. Stewart | DOUGLAS LARPAIK & Co. | On 24th inst., at 11 a.m. |
| SWATOW, AMOY & FOCHOW | HAICHOW | Brit. str. | 2 h. | W. O. Passmore | BUTTERFIELD & SWIRE | On 22nd inst., at 4 p.m. |
| SWATOW, AMOY & FOCHOW | HAITANG | Brit. str. | 2 h. | A. E. Hodgins | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at 4 p.m. |
| SWATOW, AMOY & FOCHOW | HAITAN | Brit. str. | 2 h. | J. W. Evans | BUTTERFIELD & SWIRE | On 21st inst., at 4 p.m. |
| HAIPHONG | SHEWAN | Brit. str. | — | P. H. Rolfe | SHEWAN, TOMES & Co. | On 28th inst., at 4 p.m. |
| MANILA | YUENSANG | Brit. str. | — | M. C. Smith | BUTTERFIELD & SWIRE | On 30th inst., at 4 p.m. |
| MANILA, CEBU & ILOILO | YAPRO | Aus. str. | — | A. W. Underbridge | MELCHERS & Co. | End of Mar. |
| MANILA, CEBU & ILOILO | TRAN | Brit. str. | 1 m. | Mathias | NIPPON YUSEN KAISHA | On 21st inst. |
| MANILA, CEBU & ILOILO | KATONG | Brit. str. | — | S. Crosby | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at 3 p.m. |
| KUDAT & SANDAKAN | BORNEO | Ger. str. | — | F. Seckill | JARDINE, MATHESON & Co., Ltd. | On 22nd inst., at Noon. |
| BOMBAY via SINGAPORE, & COLOMBO | HAKATA MARU | Jap. str. | — | A. Meckler | JAVA-CHINA-JAPAN LYN | Quick despatch. |
| SINGAPORE | HOPANG | Brit. str. | — | J. W. Hay | — | — |
| SINGAPORE, PENANG & CALCUTTA | KUTSANG | Brit. str. | — | Bradley | — | — |
| BATAVIA, CHERIBON, SAMARANG, &c. | TILWONG | Dut. str. | — | A. Pander | — | — |

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG.
(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 a.m.

Arrives Haiphong on FRIDAY, at 2 p.m.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong. | From St. John, N.B. |
|-------------------------------------|--------------------------------------|
| "EMPRESS OF CHINA" Sat., 8th April | "EMPRESS OF IRELAND" Fri., 5th May |
| "MONTAGLE" Tuesday, 18th April | |
| | From Quebec. |
| "EMPRESS OF INDIA" Sat., 29th April | "ALLEN LINE" Friday, 26th May |
| "EMPRESS OF JAPAN" Sat., 20th May | "EMPRESS OF BRITAIN" Fri., 16th June |
| "EMPRESS OF CHINA" Sat., 10th June | "ALLEN LINE" Friday, 7th July |
| "MONTAGLE" Wednesday, 28th June | |

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at St. JOHN or QUEBEC with the Company's New Palatial
"EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy
through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the
Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 £45.
and 1st Class Railway
First Class rate to London, including cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
B.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates,
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

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THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE
via
SHANGHAI AND JAPANESE PORTS.

| Steamers | Tons | Captain | To Sail on or About |
|-----------------------------|-------|--------------|---------------------|
| STRATHARDLE ... (chartered) | 4,380 | Lamont | 13th April. |
| SUVERIC | 6,232 | F. S. Cowley | 4th May. |

To be followed by other Steamers of the Company at regular intervals.
The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all
overland Common Points in the United States of America and Canada; and also for the
Chief Ports in Mexico, and Central and South America. Will call at AMOY and
KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation
for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted
throughout with Electric Light, the "Lucifer" and "Orterio" also having Wireless
Telegraphy. Special Arrangements have been made for Express Parcels to American and
Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.
TELEPHONE No. 780.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.

(THE BANK LINE AGENCY),

Hongkong, 16th March, 1911.

KING'S BUILDING (Fourth Floor). [173]

HONGKONG TO BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.
For BOSTON, NEW YORK via PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"LOWTHER CASTLE" SATURDAY, 18th
March.
For freight and further information,
apply to—

SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 9th March, 1911. [419]

REGULAR STEAMSHIP SERVICE.
(WITH LIBERTY TO CALL AT MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.
For BOSTON AND NEW YORK.
S.S. "GHAEZE" On or about 7th April.
For Freight and further information, apply to
RODWEILL & Co., Ltd.,
Agents.
Hong kong, 14th March, 1911. [446]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (Direct),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, PERSIAN GULF, Red
SEA, BLACK SEA, LEBANT, VENICE,
and ADRIATIC PORTS.)

THE Company's Steamship
"VORWAERTS"
Capt. Dannecker, will be despatched as above on
WEDNESDAY, 29TH MAR., AT
2 P.M.

This Steamer has capital accommodation for
passengers, excellent cuisine, electric light,
electric fan and carries a doctor and a stewardess.
For information as to Passage and Freight
apply to—

SANDBER, WIELE & Co.,
Agents,
Princes' Buildings,
Hongkong, 6th March, 1911. [3]

VESSELS ON THE BERTH

For SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DEVANHA."
Captain H. Powell, will leave for Shanghai
TO-MORROW, the 17th March, at Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 14th March, 1911. [1]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|---------------------------------|--------------------|----------------------|
| SHANGHAI | (DEVANHA) Capt. H. Powell | D'light, 17th Mar. | Freight and Passage. |
| LONDON via Usual Ports | (MARMORA) Capt. G. C. H. Weston | Noon, 18th Mar. | See Special of Call. |
| LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | (NOBE) Capt. G. Philipp, R.N.R. | About 22nd Mar. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA | (Capt. E. W. Cookman, R.N.R.) | About 23rd Mar. | Freight only. |

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|--|------------|-----------------------|
| SHANGHAI | "ANHUI" | On 16th Mar., 4 P.M. |
| TSINGTAI and NEWCHANG | "SIANSI" | On 17th Mar., 4 P.M. |
| SHANGHAI | "CHENAN" | On 18th Mar., 4 P.M. |
| TIENTSIN | "KUEICHOW" | On 20th Mar., 4 P.M. |
| MANILA, CEBU and ILOILO | "TEAN" | On 21st Mar., 4 P.M. |
| HAIPHONG | "SINGAN" | On 22nd Mar., 4 P.M. |
| SHANGHAI | "LINAN" | On 23rd Mar., 4 P.M. |
| SHANGHAI | "CHINHUA" | On 25th Mar., 4 P.M. |
| MANILA, CEBU and ILOILO | "KAIFONG" | On 26th Mar., 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | On 10th April, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipping Wharves.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. [10]

Hongkong, 16th March, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

| | |
|-----------------|------------|
| S.S. SENEGAMBIA | 24th March |
| S.S. SUEVIA | 7th April |
| S.S. BAYERN | 20th April |
| S.S. FREINDEL | 6th May |
| S.S. SCANDIA | 18th May |
| S.S. SLAVONIA | 4th June |
| S.S. SAXONIA | 15th June |

For Further Particulars, apply to—

HOMeward.

| | | |
|----------------------------------|---------------|------------|
| For MARSEILLES, HAVRE & HAMBURG: | S.S. SILENSIA | 18th March |
| For HAVRE, ROTTERDAM & HAMBURG: | S.S. SAMBIA | 20th March |
| For BREMEN, HAMBURG & ANTWERP: | S.S. AMBIA | 23rd March |
| For HAVRE, ROTTERDAM & HAMBURG: | S.S. FREIBURG | 30th March |
| For ROTTERDAM & HAMBURG: | S.S. ALESTIA | 10th April |
| For MARSEILLES, HAVRE & HAMBURG: | S.S. REINFELT | 15th April |

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th March, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|-----------------------------|
| MANILA | "YUENSANG" | Saturday, 18th Mar., 2 P.M. |
| SENGAPORE | "HOPKINS" | Saturday, 18th Mar., 3 P.M. |
| SHANGHAI via SWATOW | "WINGSANG" | Sunday, 19th Mar., D'light. |
| SHANGHAI | "WINGSANG" | Monday, 20th Mar., Noon. |
| SHANGHAI, KOBE & YOKOHAMA | "FOOKSANG" | Monday, 20th Mar., Noon. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Wednesday, 22nd Mar., Noon. |

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]

Hongkong, 15th March, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 9 to 10 Days).

| STEAMSHIPS | CAPTAIN | LEAVING. |
|------------|----------------------|--------------------------------|
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 17th Mar., at 11 A.M. |
| "HAIYANG" | Capt. A. E. Hodgins | TUESDAY, 21st Mar., at 11 A.M. |
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 24th Mar., at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|--------|---------------------|-------------------------------|
| HAIMUN | Capt. A. H. Stewart | SUNDAY, 19th Mar., at 10 A.M. |
|--------|---------------------|-------------------------------|

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 14th March, 1911.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|---|--------------------------------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID | KANAGAWA MARU Capt. C. H. Butler | 7,000 | THURSDAY, 23rd Mar. |
| VICTORIA B.O. & SEATTLE | HIRANO MARU Capt. H. Fraser | 9,000 | WED'DAY, 29th Mar., at Daylight |
| | TANGO MARU Capt. K. Kawa | 8,000 | WED'DAY, 12th April, at Daylight |
| | KAMAKURA MARU Capt. B. Kon | 7,000 | SATURDAY, 25th Mar., from Kobe |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, YOKKAICHI, and YOKOHAMA | SINABA MARU Capt. K. Kawa | 7,000 | TUESDAY, 28th Mar., at Noon |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | TAMBA MARU Capt. K. Sato | 7,000 | TUESDAY, 25th April, at Noon |
| BOMBAY via SINGAPORE, and COLOMBO | YAWATA MARU Capt. J. Nagao | 5,000 | FRIDAY, 17th Mar., at Noon |
| SHANGHAI, MOJI and KOBE | NIKKO MARU Capt. M. Yagi | 6,000 | FRIDAY, 14th April, at Noon |
| | HAKATA MARU Capt. A. Mocker | 7,000 | TUESDAY, 21st March |
| | BIGNO MARU Capt. S. J. G. Parsons | 7,000 | WED'DAY, 29th March |
| KOBE and YOKOHAMA | AKI MARU Capt. M. Winckler | 7,000 | THURSDAY, 30th April, at 11 A.M. |
| NAGASAKI, KOBE and YOKOHAMA | KUMANO MARU Capt. M. Winckler | 6,000 | WED'DAY, 12th April, at Noon |

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

| Steamers. | Tons. | Leave H.K. | To London, per New Steamer |
|-----------|-------|------------|-----------------------------|
| IYO MARU | 7000 | 15th Mar. | 1st Class S 550.00 |
| HIRANO | 9000 | 29th " | 2nd Class S 825.00 |
| TANGO | 8000 | 12th April | 3rd str. 1st Class S 360.00 |
| KAMO | 9000 | 26th " | 2nd Class S 540.00 |
| AKI | 7000 | 10th May | 1st Class S 500.00 |
| MISHIMA | 9000 | 24th " | 2nd Class S 750.00 |

| Steamers. | Tons. | Leave H.K. | To Pacific Coast Common Ports |
|------------|-------|------------|---|
| INABA MARU | 7000 | 28th Mar. | 1st Class S 230 |
| TAMBA | 7000 | 25th April | 2nd Class S 221 |
| AWA | 7000 | 23rd May | To London via New York: 1st Class S 260 |
| | | | via St. Lawrence: 1st Class S 259 |

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

| STEAMERS | TONS | SAILING DATES |
|----------|--------|-------------------------------|
| SIBERIA | 18,000 | FRIDAY, 24th March, at 1 P.M. |

• Twin Screws.
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

| | | |
|---------|-------------|-------------------------------|
| CHINA | 10,200 Tons | FRIDAY, 31st March, at 1 P.M. |
| ASIA | 9,500 Tons | FRIDAY, 21st April, at 1 P.M. |
| PEERSIA | 9,000 Tons | FRIDAY, 19th May, at 1 P.M. |

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PEERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT. [48]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & C.

Head Office for the Far East—15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING. |
|----------------|--------|---------------|----------------------------|
| * NIPPON MARU | 11,000 | H. S. Smith | FRIDAY, Mar. 17th, 1 P.M. |
| * CHIYO MARU | 21,000 | W. W. Greene | FRIDAY, April 14th, 1 P.M. |
| * AMERICA MARU | 11,000 | A. G. Stevens | FRIDAY, May 5th, 1 P.M. |
| * TENYO MARU | 21,000 | E. Bent | FRIDAY, May 12th, 1 P.M. |

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING. |
|---------------|--------|--------------|-----------------------------|
| BUYO MARU | 10,500 | K. Hashimoto | WED'DAY, April 19th, 1 P.M. |
| HONGKONG MARU | 11,000 | H. Hinokuma | SATURDAY, June 17th, 1 P.M. |
| KIYO MARU | 17,500 | H. Nishi | TUESDAY, Aug. 15th, 1 P.M. |

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUITUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

| | |
|-----------------------------|----------------------------|
| TO SAN FRANCISCO | £ 45-0-0, Single |
| TO NEW YORK | £ 60-0-0, " |
| TO LONDON | £ 71-0-0, " |
| " | £ 120-0-0, Return 6 Months |
| " | £ 125-0-0, " |
| " SALINA CRUZ or MANZANILLO | Yen. 420.00, Single |
| " VALPARAISO | Yen. 570.00, " |

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|--|----------------|-------------------|---------------------------------|
| VICTORIA B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA | "SEATTLE MARU" | 6,132 | WED'DAY, 22nd Mar., at Daylight |
| VICTORIA B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA | "MEXICO MARU" | 6,064 | TUESDAY, 4th April, at Daylight |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|---------------------------------------|---------------|--------------------------------|
| TAMSUI via SWATOW, and AMOY | "DAIJIN MARU" | SUNDAY, 19th Mar., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOCHEW | "BUJUN MARU" | THURSDAY, 23rd Mar., at 8 A.M. |

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

[705]



FOR SALE!

STRONG STEEL-PLATED SAFES
OF THE FAMOUS GERMAN FACTORY

"OSTERTAGWERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM
\$22 up to \$150.

The Safes may be seen at any time in the Offices of the Sole
Representative:

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

MAILS BY SIBERIAN ROUTE.—Quarantine restrictions at Shanghai have now been
withdrawn on arrivals from Dairen. Mail Steamers will leave Shanghai for Dairen twice a week,
on Tuesdays and Saturdays.

The *Devanha*, with the English Mail, left Singapore on Saturday, the 11th inst., at 8.30 a.m.,
and may be expected here to-morrow morning. This packet brings Parcel Mails closed in
London for despatch by the all sea route on the 6th of February, and for despatch overland on
the 14th of February.

The *Empress of China*, with the Canadian and Siberian Mails, left Shanghai on Tuesday,
the 14th inst., at 9 p.m., and may be expected here on or about Friday, the 17th inst., at 9 a.m.

The *Siberia*, with the American Mail, will be due to arrive here to-day.

| FOR | PER | DATE |
|---|-------------|---------------------------|
| Macao | Sui Tai | Thursday, 16th, 1.15 p.m. |
| Shanghai | Anhui | Thursday, 16th, 3.03 p.m. |
| Shanghai, Moji and Kobe | Bombay Maru | Thursday, 16th, 3.00 p.m. |
| SHANGHAI | Devanha | Thursday, 16th, 5.00 p.m. |
| Hongkong | Chingtu | Thursday, 16th, 5.00 p.m. |
| Hongkong | Brand | Friday, 17th, 9.00 a.m. |
| Moikow and Haiphong | Mathilde | Friday, 17th, 9.00 a.m. |
| Haiphong | Hongkong | Friday, 17th, 9.00 a.m. |
| Swatow, Amoy and Foochow | Haining | Friday, 17th, 10.00 a.m. |
| Manila, Iloilo, Cebu, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Yavata Maru | Friday, 17th, 10.00 a.m. |
| Manila, Cebu and Iloilo | Quito | Friday, 17th, 10.00 a.m. |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO
(SIBERIAN MAIL TO EUROPE)

Macao

Tientsin and Newchwang

Europe, &c. INDIA VIA TUECOBIN

(Late Letters 11.00 a.m. to Noon Extra
Postage 10 cents.)

(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

The Parcel mail will be closed on Friday
the 17th inst., at 5 p.m.

Singapore, Penang and Calcutta

Manila, Cebu and Iloilo

Singapore

Swatow and Shanghai

Shanghai

(SIBERIAN MAIL TO EUROPE)

Swatow

Shanghai, Kobe and Moji

Shanghai

Manila, Cebu and Iloilo

Tientsin

Swatow, Amoy and Foochow

Hainan

Fookang

Washing

Zafre

Kaichow

Haiyang

Chenan

Lighting

Yensung

Hopang

Wingsang

Registration

Registration

Registration

Registration

Registration

Registration

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

| ON LONDON | March 15th. |
|----------------------------------|-------------|
| Telegraphic Transfer | 1/9 1/2 |
| Bank Bills, on demand | 1/9 1/2 |
| Bank Bills, at 30 days sight | 1/9 1/2 |
| Bank Bills, at 4 months sight | 1/9 1/2 |
| Credits, at 4 months sight | 1/9 1/2 |
| Documentary Bills 4 months sight | 1/10 1/2 |
| ON PARIS | |
| Bank Bills, on demand | 227 1/2 |
| Credits, at 4 months sight | 231 1/2 |
| ON GERMANY | |
| On demand | 164 1/2 |
| ON NEW YORK | |
| Bank Bills, on demand | 43 1/2 |
| Credits, at 60 days sight | 44 1/2 |
| ON BOMBAY | |
| Telegraphic Transfer | 134 1/2 |
| Bank, on demand | 134 1/2 |
| ON CALCUTTA | |
| Telegraphic Transfer | 134 1/2 |
| Bank, on demand | 134 1/2 |
| ON SHANGHAI | |
| Bank, at sight | 74 1/2 |
| Private, 30 days sight | 75 1/2 |
| ON YOKOHAMA | |
| On demand | 38 1/2 |
| ON MANILA | |
| On demand | 38 1/2 |
| ON SINGAPORE | |
| On demand | 76 1/2 |
| ON BATAVIA | |
| On demand | 108 1/2 |
| ON HAITHONG | |
| On demand | 14 1/2 p.m. |
| ON SAIGON | |
| On demand | 85 1/2 p.m. |
| ON BANGKOK | |
| On demand | 85 1/2 p.m. |
| Sovereigns, Bank's Buying Rate | \$11.05 |
| GOLD LEAF, 100 fine, per tael | \$57.70 |
| BAB SILVER, per oz. | \$24.4 |

| SUBSIDIARY COINS. | per cent |
|-------------------|-----------------|
| Chinese | 20 cents places |
| Chinese | 10 |
| Hongkong | 20 |
| Hongkong | 10 |

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 15TH, 1911.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS CASH. |
|--|-------------------|----------|----------|-------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$880, buyers |
| National Bank of China, Limited | 99,925 | \$7 | \$6 | \$80, buyers |
| Bank of China, Limited | 8,604 | 12/6 | 12/6 | \$8, |
| China Dornier Company, Limited | 60,000 | \$12 | \$12 | \$10, sales |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$1, |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$10 | \$10 | \$73, |
| COMMERCIAL. | | | | |
| Two Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 85, |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | \$10 | \$54, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 49, |
| Laon-Kung-Mow Co. Spin. & Weav. Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 62, |
| Soy Chee Cotton Spinning Co., Limited | 20,000 | Tls. 50 | Tls. 50 | Tls. 23, |
| DAIRY FARM COMPANY, LIMITED | 40,000 | \$7 1/2 | \$6 | \$19, |
| DOCK AND WHARVES. | | | | |
| Whang & Whampoa Dock Co., Ltd. | 60,000 | \$50 | all | \$52, sales |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$55, |
| New Amoy Dock Co., Limited | 10,000 | \$64 | \$64 | \$52, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 65, |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 92, |
| Fenwick & Co., Limited | 18,000 | \$25 | \$25 | \$5, |
| Green Island Cement Co., Limited | 400,000 | \$10 | \$10 | \$34, sellers |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | \$10 | \$190, |
| Hongkong Electric Co., Limited | 60,000 | \$10 | \$10 | \$23, sellers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 1/2 | \$50 1/2 | \$65, buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$157, |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | \$10 | \$172, sellers |
| Hongkong South China Steam Fisheries Co., Ltd. | 15,000 | \$10 | \$7 | \$7, buyers |
| INSURANCE. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$180, |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$119, |
| China Traders Insurance Co., Limited | 24,000 | \$83.33 | \$25 | \$874, |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$335, x d. sellers |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 155, sales |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$830, buyers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$20 | \$205, |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$94, buyers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | \$10 | \$62, |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$32, x d. sellers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 97, |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$46, buyers |
| MINEING. | | | | |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | all | \$700, |
| Ramb Australian Gold Mining Co., Ltd. | 200,000 | \$1 | \$1 | \$3, |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$13, |
| Philippine Co., Limited | 50,000 | \$10 | \$1 1/2 | \$14, |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$110, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$17, |
| Robinson Piano Co., Limited | 4,000 | \$50 | \$50 | \$50, |
| STEAMSHIP COMPANIES. | | | | |
| China and Manchuria Steamship Co., Ltd. | 30,000 | \$25 | \$25 | \$84, sales |
| Donghai Steamship Co., Limited | 40,000 | \$50 | all | \$19, |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | \$15 | \$293, sellers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | \$5 | 60, bu. [L'don |
| Shell Transport & Trading Co., Limited | 60,000 def. | \$1 | \$1 | \$90, sellers |
| Star Ferry Company, Limited | 2,000,000 | \$10 | \$10 | \$23, |
| South China Morning Post, Limited | 10,000 | \$10 | \$10 | \$12, |
| Steam Laundry Company, Limited | 6,000 | \$25 | \$25 | \$25, |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$10, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$3, sales |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$5, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$7, sellers |
| Weissmann, Limited | 3,000 | \$10 | \$10 | \$12, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | \$10 | \$113, sellers |
| Union Waterboat Co., Limited | 100 fides | \$10 | \$10 | \$300, |
| RUBBER. | | | | |
| Para Rubber in London | 50,000 | \$10 | \$10 | \$163, buyers |

| Loans. | Amount. | Value. | Interest. | Quotation. |
|-----------------------|--------------|----------|----------------|------------|
| Chinese Imperial 1886 | Tls. 767,200 | Tls. 250 | 7 1/2 p. annum | Par. |

VERNON & SMYTH, Share-Brokers.

TO-DAY

Noon.—Auction of Valuable Leasehold Property
at Sales Rooms, by Mr. Geo. P. Lamport.

Noon.—Thirty-third Ordinary Annual Meeting
of China Sugar Refining Co., Ltd.

12.30 p.m.—Twenty-ninth Ordinary Annual
Meeting of Luzon Sugar Refining Co., Ltd.

9 p.m.—Henry Dallas presents "The Follies" at
Theatre Royal.

TO-MORROW

11 a.m.—Nineteenth Half-Yearly Drawing of
Sixty-five Leubentures of Hongkong Club.

FORTHCOMING EVENTS.

Saturday, Sunday & Monday, 18th, 19th & 20th
March.—Hongkong Aviation Week, Flying
at Shatin, Kowloon 2 p.m. each day.

Monday, 20th March.—Annual General Meeting
of Hongkong General Chamber of Com-
merce, City Hall, 4 p.m.

Saturday, 25th March.—Twenty-second Ordina-
ry Annual Meeting of Green Island
Cement Co., Ltd., 11.30 a.m.

A TOBACCO YOU CAN ENJOY.



Old English

CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special
vacuum process; it therefore retains that delightful
aroma and exquisite flavour natural to the finest
tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing 1 lb. with a handsome
curved case which fits the pocket, and is the most
convenient way to carry a pipe tobacco sufficient
for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above
Company is its

STERILIZED

NATURAL MILK.

A trial of which will satisfy you of its
EXCELLENCE.

PRICE
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
RYAN TEE, Queen's Road Central.
CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Cadzell Road.

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JOHNNIE WALKER'S

WHISKY.

WHITE LABEL (Old Highland).

\$18.25 . . . PER CASE OF 12 BOTTLES.

RED LABEL (Special).

\$24.50 . . . PER CASE OF 12 BOTTLES.

SIEMSEN & CO.,

HONGKONG AGENTS.

55-4]

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S

SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, in-
cluding rich dark as well as light shades.

It contains no lead, therefore ceilings coated
with white or tinted Hall's Distemper do
not turn black with sulphur.

It sets the hardest of any article yet offered,
and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied.

It is a strong disinfectant and should be used in
all fever or infectious cases as recommended
by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable
insects.

Many of the colours will stand on new plaster
walls.



"The advantages of using a paint which contains an effective microbe destroyer are
obvious. A distinct advantage is the readiness with which it may be cleaned without
injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

[37]

FRANCE'S BEST BRANDY

MARTELL'S

FOR OVER 200 YEARS THE LEADING BRANDY
IN THE WORLD.

USED IN HOSPITALS, CLUBS, HOTELS, &C., &C.
ALL OVER THE WORLD.

SOLE AGENTS:

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 10th March, 1911.

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報新外中港香

CHUNG NGOI SAN PO

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